Exhibit E – Declaration of Michelle Wynn

UNITED STATES DISTRICT COURT NORTHERN DISTRICT OF GEORGIA ATLANTA DIVISION

	 ,
ELIZABETH BECKLEY,)
Plaintiff,	}
v.) Case No. 1:16-cv-01435-MHC
CITY OF ATLANTA,) }
Defendant.	,
)

DECLARATION OF MICHELE WYNN

Pursuant to 28 U.S.C. § 1746, I hereby declare as follows:

- 1. I am currently employed by the City of Atlanta (the "City") as

 Program Management Officer for the Renew Atlanta Infrastructure Bond Program.

 I am a civil engineer, and I have been employed by the City in various roles since

 2003.
- 2. I am familiar with the intersection of Centennial Olympic Park Drive and Martin Luther King, Jr. Drive in Atlanta, Georgia. The City's records do not show that the intersection has been paved, repaved, or resurfaced since January 26, 1992.

- 3. Centennial Olympic Park Drive and Martin Luther King, Jr. Drive converge at a bridge, which is where the intersection at issue is located. The City does not repave or resurface bridges because that process, which requires digging up old asphalt to replace it with new asphalt, can damage the substructure of the bridge.
- 4. The City also does not use the process of microsurfacing—applying a really thin layer of asphalt—on bridges. The City began using the microsurfacing process within the last three years, and it is only used on very small local streets such as streets found in residential neighborhoods.
- 5. With respect to bridges, the City does not repave or resurface a bridge but expects that the surface will maintain itself throughout the life of the bridge until the bridge can be replaced.
- In January 2011, the City published its 2010 State of the City's
 Transportation Infrastructure & Fleet Inventory Report ("2010 Report"). (See
 Exhibit E-1 2010 Report at 1 attached hereto).
- 7. In the 2010 Report, the City's Department of Public Works ("DPW") provided an assessment of the City's transportation infrastructure and fleet inventory as well as a catalog of the City's maintenance progress since 2008. (See Ex. E-1 at 1).

- 8. The 2010 Report included an assessment of the City's transportation infrastructure, including the condition of streets and sidewalks. (See Ex. E-1 at 1). According to the 2010 Report, it is estimated that the City has 2,158 miles of sidewalks and curbing. (See Ex. E-1 at 9).
- 9. As noted in the 2010 Report, the City is required by the 2009

 Settlement Agreement to identify and install Americans with Disabilities Act

 ("ADA") compliant curb ramps at sidewalks located on streets resurfaced since

 January 26, 1992. (See Ex. E-1 at 11).
- 10. DPW intends to do more than what is required by the 2009 Settlement Agreement by ultimately providing ADA compliant curb ramps at all sidewalk locations throughout the City. (See Ex. E-1 at 11). As noted in the 2010 Report, the City submitted to the DOJ an inventory of ADA ramp needs identified as Priority 1 (High) and Priority 2 (Medium) ramps, which are all located on roads or streets that have been resurfaced since 1992, scheduled for improvements. (See Ex. E-1 at 12).
- 11. Low priority ramps are those ramps not included in the DOJ mandate because they are located on streets that have not been resurfaced since 1992. (See Ex. E-1 at 12).

- 12. DPW identified an ADA ramp repair inventory backlog of \$52 million in its 2010 Report. (See Ex. E-1 at 13). DPW noted that the deterioration of ADA ramps will continue every year until the backlog is eliminated. (See Ex. E-1at 13).
- 13. DPW further recommended that once the backlog has been addressed, the City should designate approximately \$5 million annually toward an ADA ramp maintenance program. (See Ex. E-1 at 13).
- 14. The 2010 Report also included an assessment of the City's 164 bridges. (See Ex. E-1 at 6). At the time of the 2010 Report, the average age of the City's bridge structures was 57 years. (See Ex. E-1 at 6).
- 15. The Georgia Department of Transportation ("GDOT"), upon completion of its bi-annual inspection of bridges, assigns Sufficiency Ratings for each bridge. (See Ex. E-1 at 6). Any bridge with a sufficiency rating below 50 is considered to be a candidate for major repairs or replacement. (See Ex. E-1 at 6).
- 16. At approximately \$288.58 million, bridge maintenance and replacement represent the largest dollar investment required to improve Sufficiency Ratings of all bridges to a rating of 75 or above. (See Ex. E-1 at 6).
- 17. The 2010 Report identified a total backlog of approximately \$922 million in transportation infrastructure replacement projects. (See Ex. E-1 at 1).

- 18. DPW recommended that once the backlog has been addressed or eliminated, the City would need to make an estimated annual investment of approximately \$95 million a year, representing a 269% funding gap, to maintain the aging transportation infrastructure and fleet inventory as well as prevent another backlog. (See Ex. E-lat 2).
- 19. On March 17, 2015, Atlanta voters overwhelmingly supported the Renew Atlanta Infrastructure Bond ("Renew Atlanta") in a special election. (See Exhibit E-2 at Beckley-COA 000540 attached hereto). A \$250 million infrastructure bond program, Renew Atlanta is the first major investment in the City's aboveground infrastructure in more than a decade. (Id.)
- 20. Renew Atlanta was developed through years of research and more than 100 public meetings with extensive community input. (See Ex. E-2 at Beckley-COA 000540).
- 21. Renew Atlanta is a first step toward resolving the City's infrastructure repair backlog of more than \$900 million. (See Ex. E-2 at Beckley-COA 000543). Renew Atlanta bond funding will allow the City to make urgent repairs to Atlanta's infrastructure without raising property taxes. (Id.)
- 22. Among the projects included in Renew Atlanta is the construction and repair of curbs and sidewalks with ADA ramps for better mobility. (See Ex. E-2 at

Beckley-COA at 000544). Specifically, in accordance with the ADA, the City builds accessible ramps into sidewalks when completing road resurfacing or other sidewalk repairs with Renew Atlanta funds. (See Ex. E-2 at Beckley-COA 000546).

- 23. Renew Atlanta roadway projects also include ADA ramp construction, curb repairs, and sidewalk repairs. (See Ex. E-2 at Beckley-COA 000547). Renew Atlanta specifically allocates \$5,239,992 for ADA projects. (See Exhibit E-3 at Beckley-COA 000561 attached hereto).
- 24. ADA ramp installation is also included in the \$51,941,543 in funding designated for Local Projects by Council District. (See Exhibit E-3 at Beckley-COA 000562).
- 25. Renew Atlanta also allocates funding for the repair and replacement of high-priority bridges. (See Ex. C-2 at Beckley-COA 000546).
- 26. On May 4, 2015, Atlanta City Council adopted legislation identifying a list of projects to be funded under Renew Atlanta. (See Exhibit E-4 at Beckley-COA 000525-27 attached hereto). The bridge located at Martin Luther King, Jr. Drive is listed among the bridges slated for replacement with Renew Atlanta funds. (See Ex. E-4 at Beckley-COA 000528).

27. Other projects include an ADA Ramp and Sidewalk Replacement Program as well as transportation projects that include ADA curb and sidewalk improvements in all twelve (12) Council Districts in Atlanta. (See Ex. E-4 at Beckley-COA 000530-37).

28. Renew Atlanta will provide funding for the installation of ADA compliant ramps, which will be constructed at the intersection of Centennial Olympic Park Drive and Martin Luther King, Jr. Drive when the Martin Luther King, Jr. Drive bridge is replaced.

I declare under penalty of perjury that the foregoing is true and correct.

Signature:

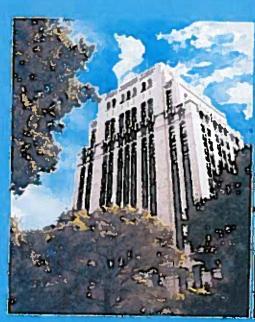
Michele Wynr

Executed on the 26th day of April, 2017.

Exhibit E-1



2010 State of the City's Transportation Infrastructure & Fleet Inventory Report





City of Atlanta Department of Public Works January 2011

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Note: In accordance with the City of Atlanta Sustainability Ptan, project lists sorted in various ways are only available by request. Please contact the Department of Public Works for distribution.

1.0 Executive Summary

Overview

The City of Atlanta Department of Public Works has completed the 2010 State of the City's Transportation Infrastruciure and Fleet Inventory Report to provide an assessment of the transportation infrastructure and fleet inventory as well as catalogue the maintenance progress since the last status report completed in 2008. The 2008 report excluded the infrastructure managed by other local government authorities such as that of the Atlanta Public Schools, the Metropolitan Atlanta Rapid Transit Authority (MARTA), the Atlanta Fulton County Recreational Authority, and Grady Hospital. The report also limited its focus to infrastructure related to general government operations, therefore excluding the City's water/sewer infrastructure (including storm water management) and the infrastructure at Hartsfield-Jackson Atlania international Alrport that receive funding through independent enterprise funds. Furthermore, the 2008 report did not address the City's expansion needs.



City of Atlanta Skyline

With the exception of a few differences, the 2010 report follows the same guidelines outlined in the previous report. The 2010 report does not analyze the state of the City's Facilities, such as police and fire stations; it also includes some additional transportation assets and studies to provide a more complete catalogue of the City of Atlanta's (COA) transportation infrastructure. The assets and studies that have been added are: Unpaved Streets (Roadway Construction), Reversible Lane Systems, Traffic Signs, a Street Classification Study, a Street and Sidewalk Condition Assessment, a City of Atlanta Standard Specifications and Construction Details Update, a Truck Route Analysis, and a Street Light Assessment.

Action Since 2008

The 2008 report identified a deferred transportation maintenance cost, or backlog, of over \$586 million. Although there has been investment in the transportation infrastructure and fleet since 2008; the 2010 transportation infrastructure replacement project needs currently are approximately \$922 million (a 48% increase over the needs identified in 2008). Without the additional scope items added in the 2010 transportation report, there has been an approximate \$215 million change or a 34% increase in backlog project needs. A detailed breakdown of the changes from 2008 to 2010 is shown in Table 4-1, the "2008-2010 Transportation and Fleet Backlog Cost Summary."

Prioritization Criteria

Across the asset categories tracked, there were various ways used to identify High, Medium, and Low Priority projects. The most common was to determine how many years the asset was past its life cycle (the assumed length of time that an entity will remain viable without significant maintenance). Asset category priority project values are shown in the fact sheets included in this report.

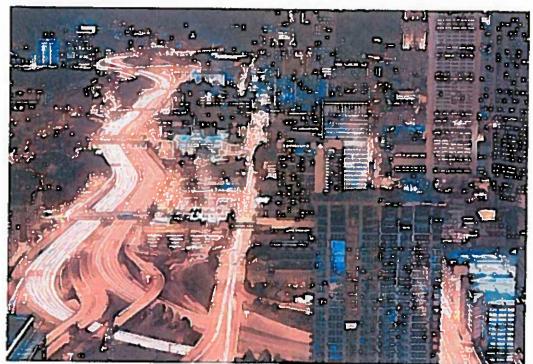
Funding Plan

Currently, most of the funding for capital projects comes from the City's General Fund or a General Obligation Bond Referendum. However, there are many other options for funding. Alternative sources of funding and plans are discussed in the following Fact Sheets and the 10 and 20 year investment schedules found in Charts 4.3, 4-4, and 4-5. The 10 year period projected funding need for the backing and annual maintenance is approximately \$195 million and the 20 year period projected funding need for backing and annual maintenance is approximately \$145 million.

1.0 Executive Summary

Recommendations

tt is recommended that the City make it a priority to create a diversified plan which will eliminate the current transportation infrastructure and fleet inventory backlog. If the backlog is not eliminated, every year the deterioration of the transportation infrastructure and fleet will continue. Once the backlog has been eliminated, or addressed in parallel, it is estimated that an annual investment of approximately \$95 million a year, representing a 269% funding gap, is needed to maintain the aging transportation infrastructure and fleet inventory to prevent the accumulation of another backlog. The 2008 report recommended an annual investment of \$100 million; however that calculation included the City's Facilities. A detailed breakdown of the annual investment needs by category is shown in Table 2-2, the Funding Gap Summary.



Atlanta at Night

2.1 Street Resurfacing Program Fact Sheet

Overview

Street resurfacing, as defined in this report, consists of either micro-surfacing / crack sealing or militing and overlaying roadways. There are five categories of streets: Arterial, Collector, Residential, industrial, and Unpaved.

- Arterial A multi-lane street which functions to move traffic from one district of the city to another that is not designated to serve individual residences. Average 60 wide
- Cotlector A multi-lane street which functions to move traffic from residential streets to arterial streets. Average 48' wide



Pothole

- Residential A street which provides frontage for access to lots and carries traffic to and from adjoining residential properties. Traffic shall have origin or destination in the immediate neighborhood. Traffic volume shall not exceed 1,200 ADT (Average Daily Traffic) at any point of traffic concentration. Average 26' wide
- Industriat A street in an industrial area, which carries extreme axial loadings as a result of increased tractor-trailer volumes. Average 26 wide
- Unpaved Gravel and/or dirt street which requires routine maintenance (adding new material, shaping, and ditch cutting) on a quarterly basis and after each heavy rain. (See section 12.0 of this report for the fact sheet.)

Paved Street Inventory

The paved street inventory is approximately 1,634 miles of City owned artenals, collectors, residential, and industrial roadways (1,705 miles in 2008) and unfinished subdivisions. The paved street inventory is the largest part of the transportation infrastructure.

Action Since 2008

The City of Atlanta has resurfaced 67 miles of roadway since 2008. The inventory has been reduced by removing State routes (approximately 91 miles of arterials and collectors), whose maintenance is not the responsibility of the City, from our inventory roles. There was also an addition of 15 miles of industrial streets and 5.18 miles of unpaved subdivision roadways added to the inventory not previously tracked.

State of the Paved Street Inventory

51% of the paved street inventory is past their life cycle (47 % in 2008) however, that does not necessarily mean that they are significantly deteriorated. The paved street inventory has 834 miles that are past their Life Cycle (796 miles in 2008). The cost to resurface the City streets that have passed their life cycle is approximately \$261.5 million (\$255.4 million in 2008).

Prioritization Criteria

The Priority Ratings, of High, Medium, and Low, for the roadways was determined by their number of years past life cycle. High priority streets are 0 to 10 years past life cycle, Medium priority streets are 5 to 10 years past life cycle, and Low priority streets are 0 to 5 years past life cycle. High priority streets will be further ranked based on Condition Data to determine the order of reconstruction.

2.1 Street Resurfacing Program Fact Sheet

Chart 2.1-1

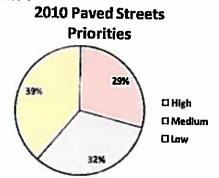


Chart 2.1-2

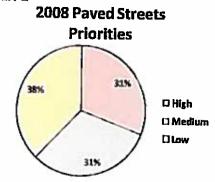


Table 2.1-1 2010 Paved Streets Backing Inventory

Type of Street	Life Cycle (years)	Total Past Life Cycle (mtles)	10+ Years Past Life Cycle (miles)	5 to 10 Years Past Life Cycle (mtles)	0 to 5 Years Past Life Cycle (miles)	YCLE	0 to 5 Years to Life Cycle (miles)	5+ Years to Life Cycle (miles)	Total Miles	Past Life Cycle (%)
Arterials	10	48	5	12	32	5	16	9	74	65%
Collectors	15	102	11	29	The same of the sa	띮	48	80	230	Annual Property lies and the last of the l
Industrial	10	17	4	5	8		3	3	22	45%
Residential	20	667	222	222	222		400	544		76%
			-				100	541	1,308	51%
Totals		834	242	268	324	600	167	633	1,634	51%

Note: All residential streets 10-20 years past their tife cycles were evenly divided among High, Medium, and Low categories.

Table 2.1-2 2010 Street Status Summary

	High !	Priority	Mediun	Priority	Low	nority	Total Cost
Type of Street	Resurface (miles)	Cost (thousands)	Resurface (miles)	Cost (thousands)	Resurface (miles)	Cost (thousands)	(thousands)
Arterials	5	\$1,736	12	\$4,988	32	\$15,851	\$22,576
Collector	11	\$3,582	29	\$10,915	62	\$21,689	\$36,185
Industrial	4	\$2,636	5	\$2,083	8	\$3,335	\$8,055
Residential	222	\$65,252	222	\$65,252	222	\$65,252	\$195,755
Totais	242	\$73,206	268	\$83,238	324	\$106,126	\$262,570

Note: Excludes unpaved streets.

^{* 5-15} years, **15+ years

2.1 Street Resurfacing Program Fact Sheet

Recommendations

The City should first eliminate the current paved streets inventory backlog. If the backlog is not eliminated, every year the deterioration of the transportation infrastructure witi continue. The City should then make a commitment to specifically fund approximately \$38.32 million annualty for a roadway maintenance program. One way to optimize the maintenance program is to investigate the use of alternate pavement rehabilitation options such as sturry sealing, Full Depth Reclamation or Recycling (FDR), and minimizing raw material costs by reusing mitted asphalt as an aggregate source.

Table 2.1-3

Street Resurfacing Funding Gao

Total Backlog (millions)	Current Annual Budget (millions) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$ 26 1. 52	\$3.98	\$38,32	\$34.35	864%

Note: Current Annual Budget assumes that 73% of General Fund 130305 and 130306 is spent on Street Resurfacing. The elimination of the backlog is not considered when calculating the annual budget for maintenance and replacement.

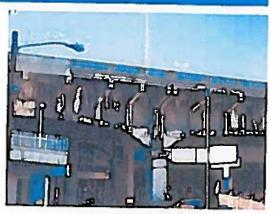


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2.2 Bridge Program Fact Sheet

Overview

The City of Atlanta is responsible for maintenance of 164 bridges. The Georgia Department of Transportation, upon completion of its bi-annual inspection of bridges, assigns Sufficiency Ratings for the bridges. Sufficiency ratings are based on over 20 factors in four categories: (1) structural adequacy and safety; (2) serviceability and functional obsolescence; (3) essentiality for public and (4) special reductions. A low sufficiency rating does not directly correlate to an unsafe bridge. Any bridge considered unsafe is immediately closed to traffic. The most current GDOT report was completed in 2009. Any bridge with a sufficiency rating below 50 is considered to be a candidate for major repairs or replacement.



Spring Street Bridge

Bridge Inventory

There are 17 City of Atlanta bridges which have sufficiency ratings that correspond to fair or poor overall condition. This represents approximately 10% of the 164 bridges in the City inventory. Of these bridges: two are under construction, one is newly completed, one is under design with replacement funding identified, and one has been abandoned and is not slated for replacement. Considering that three of the 17 bridges are completed or under construction, there are 14 bridges remaining with ratings less than 50 which correspond to 9% of the overall inventory. The average age of the city's bridge structures is 57 years. The oldest bridges are 104 years old and were constructed in 1906. There are currently three closed bridges, not due to construction.

Action Since 2008

The City of Atlanta has refurbished (painting, joint sealing and or minor repair) ten bridges since 2008. During subsequent inspection of these structures in 2008 and 2009, seven of these bridges saw an increase of between 3 and 24 points in sufficiency rating, two bridges remained the same and one decreased due to additional deterioration. Fifty eight bridges received repair work associated with the September 2009 Flood (ten of these repairs were structural).

State of the Bridge Inventory

Bridge replacement and maintenance accounts for the largest doltar investment required to improve sufficiency ratings of all bridges to above 75, approximately \$288,58 million (\$162 million in 2008). Fourteen bridges are in poor or fair condition with sufficiency ratings between 0 and 50 and no identified or insufficient funding. Forty-one bridges are in good condition with sufficiency ratings between 50 and 75. The good category was not tracked in the 2008 report and primarily includes bridge refurblishment and required maintenance costs.

Chart 2.2-1
2010 Bridge Sufficiency Ratings

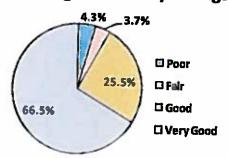
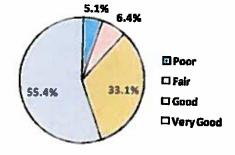


Chart 2.2-2
2008 Bridge Sufficiency Ratings



2.2 Bridge Program Fact Sheet

Prioritization Criteria

The Priority Ratings, of High, Medium, and Low for bridge replacement and refurbishment were determined by sufficiency ratings. High priority is sufficiency ratings of 35 to 50, and Low priority is sufficiency ratings of 50 to 75.

Chart 2.2-3 2010 Cost Estimates for Bridge Replacement and Refurbishment

Chart 2.2-4 2008 Cost Estimates for Bridge Replacement and Refurbishment

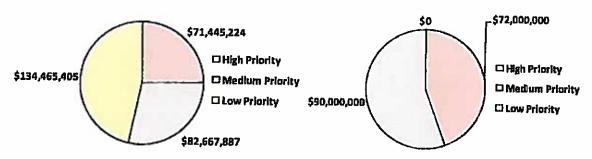


Table 2.2-2

Bridges - Sufficiency Rating Summary

Category	GDOT Sufficiency Rating	# of Bridges 2008	# of Bridges 2010
Poor	0 - 34	8	8.
Fair	35-50	10	6**
Good	51 - 75	52	41
Very Good	75 - 100	87	107
	Total Bridges:	157	162

Table 2.2-2
2010 Bridges - Replacement and Refurbishment Needs

	High Priority	Medium Priority	Low Priority	Totals
Sufficiency Rating	0 - 34	35 -50	51 - 75	OR ASSESSMENT OF THE PARTY OF T
# of Bridges 2010	7/2	6	41	5.4
Cost (thousands)	\$71,445	\$82,668	\$134,465	\$288,579^

Notes: Bridges abandoned, funded and/or under construction

*M tchell Street (over Southern Railroad) is currently under construction (included in the very good category)

[&]quot;Mitchell Street (over abandoned railroad) is currently under construction (included in the very good category), Hollywood Road (over Southern Railroad) is recently completed (included in the very good category), Bankhead Avenus (old truss bridge over CSX Railroad) is closed & abandoned (demolition cost included medium priority)

[^]Fairburn Road (over CSX Railroad) is GDOT funded (construction cost not included)

2.2 Bridge Program Fact Sheet

Recommendations

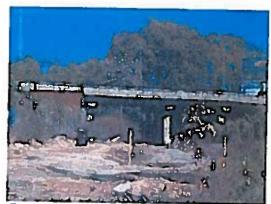
The City should first eliminate the current bridge backlog. If the backlog is not eliminated; every year the deterioration of the bridge infrastructure will continue, resulting in additional closed and weight limited bridges. This will have an exponential impact on mobility and traffic flow throughout the city. Once the backlog has been addressed the City should then make a commitment to specifically fund approximately \$5 million annually for a bridge maintenance program. This amount will allow for refurbishing of all bridges on a 10 year cycle as well as fund minor repairs needed annually.

Table 2.2-3

Bridge Funding Gap

Total Backlog (millions)	Current Annual Budget (militions) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$288.58	\$0.85	\$5.00	\$4,15	486.94%

Note: The elimination of the backlog is not considered when calculating the annual budget for maintenance and replacement.



Edgewood Road Bridge over abandoned railroad

2.3 Sidewalk and Curbing Program Fact Sheet

Overview

Although new sidewalks have been installed under the Quality of Life Bond Program and minor Irip hazards have been addressed since the 2008 infrastructure Report, ihere is no substantive change to the estimate of existing deteriorated sidewalks and curbing in the City of Allanta. The Inner City's sidewalk network of hexagonal concrete and brick pavers are beyond the expected life of fifty years. These sidewalks have deleriorated, and do not meet the requirements of the Americans with Disabilities Act (ADA) of 1990. Curbing, particularly in oullying areas annexed from Fulton County, include non-standard header rock providing little stormwater control.

Estimated Sidewalk and Curbing Inventory

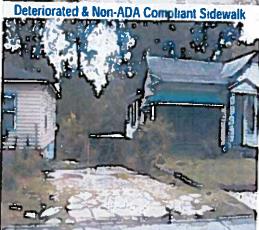
Based on the 2008 State of the City's Infrastructure Report, it is estimated that the City has 2,158 miles of sidewalks and curbing.

Action Since 2008

Eighteen miles of replacement sidewalks and curbing have been constructed since the Sfale of the City's Infrastructure Report dated December, 2008. This represents less than one percent of the sidewalk and curbing inventory, merely four percent of the 2008 estimated backlog for sidewalks, and eight percent of the 2008 estimated backlog for curbing.

State of the Inventory

The 2008 Infrastructure Report estimated that about 18% of our sidewalk network can be categorized as



Deteriorated & Non-ADA Compliant Sidewalk

deteriorated; 10% of curbing is estimated in the report to be deteriorated. While small amounts of infrastructure replacement have occurred over the past two years, the Department of Public Works estimates that these replacements have been offset by further deterioration of the remaining infrastructure. Therefore, the estimated backlog rates remain the same as in the 2008 report. However, replacement costs per mile of construction have been revised upward from the 2008 report.

Table 2.3-1 Sidewalks and Curbing – Backlog Inventory

Sidewsik Program Component	Total triventory (miles)	Estimation Rate	Backlog (miles)	Estimated Backlog Cost Per Mile (thousands)	Estimated Total Backlog Cost (thousands)
Sidewalks	2,158	18.3%	395	\$268	\$109,012
Curbing	2,158	10.0%	216	\$132	\$29,340
Engineering Services	Not Applicable	10.0%	Not Applicable	Not Applicable	\$14,250
TOTAL		Value III.			\$152,603

2.3 Sidewalk and Curbing Program Fact Sheet

Prioritization Criteria

A comprehensive sidewalk and curbing assessment of magnitude and condition is needed for the Sidewalk & Curbing Replacement Program. This report estimates an equal distribution of high, medium, and low priority sidewalk and curbing projects in the City. The Department of Public Works will utilize street classification and the following additional data in determining priority of sidewalks and curbing for replacement.

- Street Classification: Arterials (highest priority), Collectors, or Residentials/Locals (lowest priority)
- Connectivity to: Schools, bus routes, parks, and commercial/community/medical center nodes
- Safely: Reports of pedestrian accidents
- **Population Density**

Table 2.3-2

Sidewalk and Curbino Status Summary

Sidewalk Program Component	High Priority (thousands)	Medium Priority (thousands)	Low Priority (thousands)	Totals (thousands)
Sidewalk	\$39,971	\$39,971	\$39.971	\$119,913
Curbing	\$10,758	\$10,758	\$10,758	\$32,274
Totals	\$50,729	\$50,729	\$50,729	\$152,187

Note: Includes engineering.

Recommendations

The City should first eliminate the current sidewalk repair inventory backlog. If the backlog is not eliminated; every year the deterioration of the sidewalk infrastructure will continue. Once the backlog has been addressed the City should then make a commitment to specifically fund approximately \$15 million annually for a sidewalk maintenance program.

Table 2.3-3

Sidewalks and Curbs Funding Gap Needed vs. **Current Annual** Annual Budget* **Current Funding** Total Backlog **Funding Gap** Budget Needed Gap (millions) (millions) (millions) (millions) (B - A)/A B B-A \$152.19 \$0.42 \$15.18 \$14.76 3514.28%

Note. The elimination of the backlog is not considered when calculating the Annual Budget.

2.4 ADA Ramp Program Fact Sheet

Overview

In 2009, the United States Department of Justice Initiated a compliance review of the facilities and policies of the Cily of Atlania related to the Americans with Disabilities Act (ADA) of 1990. Among other outcomes for Cily of Atlania Departments, the Department of Public Works (OPW) is required to Identify and install adequate curb ramps at sidewalk locations of streets resurfaced since January, 1992. However, the Department has a desire to do more by providing adequate curb ramps at all sidewalk locations throughout the City.

Intersection Node with Missing ADA Ramp

ADA Ramp Inventory

During this calendar year, In-house staff of the Department of Public Works has extensively revisited

non-siale route locallons within the City which have been resurfaced since 1992. The DPW assessment inventoried 757 miles of City streets. This inventory represents 44% of the entire street network. The inventory found 18,884 intersection nodes with ADA ramp requirements. See the inventory assessment below for the assessed condition of these intersection nodes. An intersection node is defined as one corner of crossing streets. For example, a T-intersection would have two intersection nodes; an X-intersection would have four intersection nodes. Based on this partial inventory, the Department of Public Works estimates that throughout the City there are approximately 43,000 intersection nodes with ADA ramp requirements. This compares to 52,800 from the 2008 State of the Infrastructure Report.

Action Since 2008

Since 2008, the City of Atlanta has replaced ADA ramps primarily through funding from the Quality of Life Bond Program. This replacement program provided ADA-compliant ramps wherever sidewalk replacement projects occurred, as well as when intersection improvement projects were implemented. The count of ADA ramp replacements since 2008 is 813 ramps. This represents 1.9 percent of the estimated ADA ramp inventory. This represents 2.6 percent of the estimated backlog for ADA ramps.

State of the Inventory

This year's ADA ramp assessment found the following at 18,884 Intersection nodes with ADA ramp requirements:

- 3,080 intersection nodes were compliant.
- 8,705 intersection nodes had ADA ramps that are currently non-compliant with today's standards.
- 7,099 Intersection nodes have no ADA ramps where needed.

The condition of ramps along streets that have not been resurfaced since 1992 has not been inventoried. An assessment is needed to confirm the existence and condition of these ramp requirements. Ramps on the uninventoried arterials and collectors are estimated at a rate of 4 ramps per 500 feet of street length. It is assumed that 20 percent of the un-inventoried local roads have a sidewalk system. For these sidewalks, it is estimated that there are ramps at a rate of 4 ramps per 500 feet of length.

2.4 ADA Ramp Program Fact Sheet

Prioritization Criteria

In the schedule for improvements provided to the Department of Justice, the Inventory of ADA ramp needs have been defined as Priority 1 (high) and Priority 2 (medium) ramps. Priority 1 ramps are along the City's arterial and collector roads that have been resurfaced since 1992. Priority 2 ramps are along the City's local streets that have been resurfaced since 1992. In this report, all ramps mandated in the Department of Justice agreement are high priority. Medium priority ramps are those ramps not included in the Department of Justice mandate that are on arterials and collectors that have not been resurfaced since 1992. Low priority ramps are those ramps not included in the Department of Justice mandate on local streets that have not been resurfaced since 1992.

Table 2.4-1 ADA Ramp - Backlog Inventory

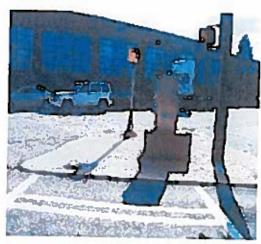
ADA Ramps	High Priority	Medium Priority	Low Priority	Totals
Arterials	1,794	3,886	0	5,680
Collectors	4,380	3,252	0	7,632
Locals	9,630	0	8,500	13,312
Totals	15,804	7,138	8,500	31,442

Table 2.4-2 ADA Ramp Status Summary

ADA Ramps	High Priority (thousands)	Medium Priority (thousands)	Low Priority (thousands)	Totals (thousands)
Arterial	\$2,966	\$6,424	\$0	\$9,390
Collectors	\$7,241	\$5,376	\$0	\$12,617
Local	\$15,920	\$0	\$14,052	\$22,007
Totals	\$26,126	\$11,800	\$14,052	\$51,978



Intersection Node with Non-Compliant ADA Ramp



Missing ADA Ramp Location

2.4 ADA Ramp Program Fact Sheet

Recomendations

The Cily should first eliminate the current ADA ramp repair inventory backlog. If the backlog is not eliminated; every year the deterioration of the ADA ramps will continue, and the mobility of ADA protected individual will not improve. Once the backlog has been addressed the City should then make a commitment to specifically fund approximately \$5 million annually for a ADA ramp maintenance program.

Table 2.4-3

ADA Ramp Funding Gap

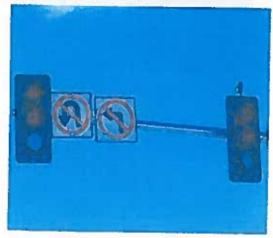
otal Backlog (millions)	Current Annual Budget (millions) A	Annuat Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$52.00	\$0.18	\$5,22	\$5.04	2800.00%

Note: The elimination of the backlog is not considered when calculating the Annual Budget.

2.5 Traffic Signal Program Fact Sheet

Overview

Upgrading traffic signals by replacing components that are obsolete and/or past life cycle, optimizing signal timing, and establishing remote communication for emergency management purposes continues to be a cniical concern for the City of Alianta. Il is the ultimate goal of the City to update all traffic signals to communicate with the Allania Traffic Control Center (ATCC) so that all signais can be adjusted remotely to react to traffic and safety concerns (such as a city-wide evacuation). Approximately 300 of the signals currently In-service have remote communication access. All new signals will be equipped with one of two types of communication modes: wireless or fiber optic. While wireless is the preferred method of remote access, site conditions may dictate the installation of fiber optic cable. Also, video communications upgrades via closed circuit television will be evaluated as an additional option.



Upgraded Traffic Signal

- Traffic Signal Cabinets Metai (typically aluminum) cabinet enclosures that provide water-light and tamper-proof protection to the heart and brains of the traffic signal. The enclosures contain power to the signal and the electronic control equipment which senses traffic movement on roads and controls the signal light timing and various phases.
- Poles and Mast Arms Melal poles with an anchor base designed to support signal system. Mast arms are horizontally extended metal poles mounted to vertical poles that hold traffic signal heads, signs, and cameras.
- Butbs/LED Displays The majority of the bulbs in the City's traffic signals are incandescent light bulbs. They require significantly more energy because 90% of the energy generated by this type of bulb is released as heat. LEDs or light emitting diodes, although initially more expensive than incandescent light bulbs, are more reliable, use less energy, and last considerably longer than incandescent light bulbs.
- Controller and Conflict Monitor Signal controller monitors signal phases and timing and can provide surveillance capabilities that include traffic detection and video surveillance. The conflict monitor is an independent controller that monitors traffic signal operation and when a conflict occurs (such as all green phase) places the signal in a "flash mode".
- Wiring Various types of stranded traffic signal cable is used as wiring for the installation and connection between traffic signals.
- Signat Timing Timing given to each conflicting movement phase (red, amber, green, walk, and don't walk cycles) to optimize pedestrian and vehicular movements through a signalized intersection or a series of signalized intersections in a safe and efficient manner.
- Communication Data Transmission via wireless communication or fiber optic cable between traffic signals and a centralized control center. This data is used to monitor and coordinate traffic signal operation and traffic movement (via closed circuit television), for real-time adjustments that decrease wait times and promotes safe and efficient traffic movements throughout the entire network.

2.5 Traffic Signal Program Fact Sheet

Traffic Signal Inventory

Currently there are 938 signalized intersections in the City of Atlanta.

Actions Since 2008

In 2008 there were 922 signalized intersections. Since that time 25 additional intersections have been brought online and signals at 9 intersections have been removed. Approximately 150 intersections have been partially upgraded with cabinet, controller, and/or signal head replacements. Funding to complete upgrades to 67 signals has been secured under the American Recovery and Reinvestment Act; upgrades to 37 signalized intersections in the Central Business District (CBD) have been completed with funding provided by the Georgia Department of Transportation (GDOT) and the Community Improvement Districts (CIDs).

State of the Inventory

536 or 57% of the City's traffic signals are beyond the average life cycle of 10 years (the various components of a traffic signal system have varying life cycles ranging from 5 to 20 years). The following table summarizes traffic signal components past tife cycle:

Table 2.5-1:

Life Cycle Summary

Signal Components	Obsolete/Beyond Life Cycle	Within Life Cycle
Signal Cabinets	388	550
LED Displays	624	314
Controller/Conflict Monitor	465	473
Wiring	484	454
Signal Timing	774	164
Communications	938	0
Steel Poles	38	not available

Prioritization Criteria

Prioritization for the replacement of the various traffic signal components is a function of age. Each component has its own specific life cycle, and thus for the purposes of this report, the average life cycle will be normalized at 10 years. Components that are 10 or more years past life cycle will be categorized as High Priority; components that are 5 to 10 years past life cycle will be categorized as Medium Priority; and components that are 0 to 5 years past life cycle will be categorized as Low Priority.

Table 2.5-2:

Life Cycle Categorization

Signal Components	Life Cycle (years)	High Priority 10+ years past	Medium Priority 5 - 10 year past	Low Priority 0 -5 years past
Signal Cabinets	10	76	242	70
LED Displays	5	82	316	226
Controller/Conflict Monitor	5	79	242	144
Wiring	20	84	266	134
Signal Timing	5	340	347	87
Communications	20	87	347	
Steel Poles	20	38	not available	504 not available

2.5 Traffic Signal Program Fact Sheet

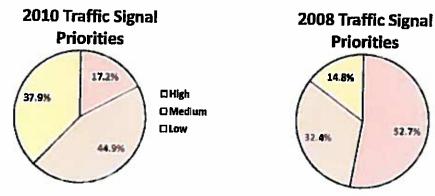
Table 2,5-3:

Traffic Signal Status Summary

Traffic Signal Component	High Priority (miliions)	Medium Priority (millions)	Low Priority (millons)	Total Cost (millions)
Signal Cabinets	\$0.98	\$3.11	\$0.90	\$4.98
LED Displays	\$1.58	\$6.09	\$4.35	\$12.02
Controller/Conflict Monitor	\$0.51	\$1.56	\$0.92	\$2.99
Wtring	\$0.72	\$2.28	\$1.15	\$4.14
Signat Timing	\$1.46	\$1,49	\$0.37	\$3,31
Communications	\$1.86	\$7.43	\$10.79	\$20.07
Steel Poies	\$1.31	\$0	\$0	\$1.31
Totals	\$8.40	\$21.94	\$18,48	\$48.82

Chart 2.5-1

Chart 2.5-2



Recommendations

Eliminating the backlog associated with the Traffic Signal Projects should be a priority. Failure to address this backlog will further increase funding needs and cause continued system wide deterioration. A commitment to fund \$2.3 million annually for the Traffic Signal Program should also be a priority.

Table 2.5-4
Traffic Signal Funding Gap

Total Backlog (millions)	Current Annual Budget (millions) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$31.22	\$.72	\$2.30	\$1.58	221.38%

Note: The elimination of the backlog is not considered when calculating the annual budget for maintenance and replacement.

□Hlgh

DLow

□ Medium

2.6 Reversible Lane System Program Fact Sheet

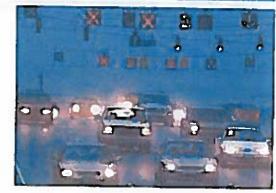
Overview

Reversible lane systems allow one or more lanes on a roadway to reverse direction during peak travel periods to provide additional vehicle capacity which assists in reducing congestion. The systems consist of special pavement markings, controllers, cabinets, signal displays, and signs.

Reversible Lane System Inventory

The City of Atlanta currently has four reversible lane systems on three major arterials.

 Northside Drive from I-75 to Northside Parkway (Slate Roule 3)



Reversible Lane System

- Memorial Drive from Pearl Street to Whitefoord Avenue (State Route 154)
- Memorial Drive from Second Avenue to Candler Road (State Route 154)
- Decatur Street/Dekalb Avenue from Jackson Street to Oxford Place

Action Since 2008

The state of the Reversible Lane Systems was not presented in the 2008 State of the City's infrastructure Report. However, there have been no improvements to the City of Atlanta reversible lane system since 2008.

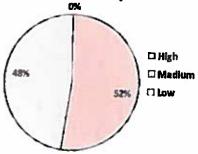
State of the Inventory

All four systems are past their tife Cycle and need to be replaced. The reversible fane system on Northside Drive between I-75 and Collier Road is stated to be decommissioned in 2011 or 2012 by the Georgia Department of Transportation (GDOT). Therefore, funding for its replacement is not considered in this report.

Prioritization Criteria

The Priority Ratings of High, Medium, and Low for replacement of the reversible lane systems were determined by the probability of funding by other entities, such as GDOT. Systems which have definite funding are ranked as Low, those with a strong possibility of funding are ranked as Medium and the system with no alternate funding identified is ranked as High.

Chart 2.6-1
2010 Reversible Lane System
Priorities by Cost



2.6 Reversible Lane System Program Fact Sheet

Table 2.6-1 2010 Reversible Lane System Status Summary

High Priority		Medium F	riority	Low Priority		Total Cost	Total Count
Cost (thousands)	Count	Cost (thousands)	Count	Cost (thousands)	Count	(thousands)	Count
\$1,376	111	\$1,251	2	\$0	1	\$2,628	4

Recommendations

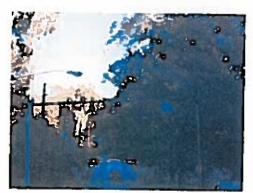
The City should first replace the High Priority reversible lane system then secure alternate funding and scheduling for the remaining inventory backlog. Afterward, the City should make a commitment to specifically fund approximately \$260,000 annually for a reversible lane system maintenance program (approximately 44% less than is currently allocated).

Table 2.6-2

Reversible Lane System Funding Gap

Total Backlog (mitlions)	Current Annual Budget (millions) A	Annual Budget Needsd (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$2.55	\$0.14	\$0.26	\$0.11	78.20%

Note: Current Annual Budget assumes that 5% of General Fund 130304 is spent on Reversible Lane Systems. The elimination of the backlog is not considered when calculating the annual budget for maintenance and replacement.





Reversable Lane Systems

2.7 Traffic Signage Program Fact Sheet

Overview

The Manual on Uniform Traffic Control Devices (MUTCD) establishes uniform standards for the Installation and placement of traffic signs on public roads. Recently adopted standards require all public agencies to establish and implement a sign maintenance program, and require that all signs meet a minimum retroreflectivity requirement. It also establishes several compliances dates.

Traffic Signage Inventory

It is estimated that there are 120,000 traffic signs in the City of Alianta (30,000 of which are Guide Signs, 40,000 are Warning Signs, and 50,000 are Regulatory Signs).



Non-compliant Street Name Signage

Actions Since 2008

Traffic signage was not considered in the 2008 State of the City's infrastructure Report. Currently, traffic signs are being replaced on an as needed basis and updated to comply with current MUTCD standards.

State of the Traffic Signage Inventory

It is estimated that 63% of the total sign inventory is inadequate and does not meet the recently established guidelines, standards, and warrants as set forth in the MUTCD. All Guide Signs and Warning Signs are inadequate. 10% of Regulatory Signs are inadequate.

Prioritization Criteria

A comprehensive sign inventory and condition assessment is needed to determine the magnitude of the City's sign inventory. For the purposes of this report, the compliance dates outlined in the MUTCD have been used to determine High, Medium, and Low priority projects.

- High Priority Sign standards that should be complete by the January 2012 compliance date.
- Medium Priority Sign standards that should be complete by the January 2015 compliance date.
- Low Priority Sign standards that should be complete by the January 2018 compliance date

Table 2.7-1: 2010 Traffic Signs Status Summary

Program Component	High Priority (millions)	Medium Priority (millions)	Low Priority (miltions)	Totals (millions)
Establish and Implement Sign Maintenance Program	N/A	N/A	N/A	Cost included in Signs & Markings Inventory & Condition Assessment
Meet Size and Lettering Requirement for Street Name Signs	\$4.30	N/A	N/A	\$4.30
Retro-reflectivity Requirement for Regulatory Signs (except street name signs)	N/A	\$12.09	N/A	\$12.09
Retro-reflectivity Requirement for Overhead Guide Signs and all Street Name Signs	N/A	N/A	\$5.17	\$5.17
Total:	\$4.30	\$12.09	\$5,17	\$21.56

2.7 Traffic Signage Program Fact Sheet

Recommendations

Eliminating the existing backlog of approximately \$21 million coupled, with an annual funding commitment of \$1.84 million to ensure that this backlog does not increase, is paramount in meeting the compliance dates set forth in the 2009 edition of the MUTCD.

Chart 2.7-1

2010 Traffic Signage Priorities

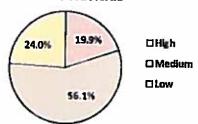


Table 2.7-2 Traffic Signage Funding Analysis

Total Backlog (mitilons)	Current Annual Budget (millions) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$21.56	\$0.80	\$1.84	\$1.04	130.95%



Compliant Street Name Signage

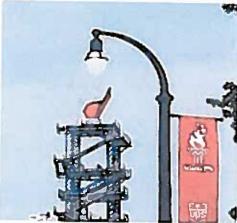
2.8 Street Lighting Fact Sheet

Overview

There have been no significant physical changes or upgrades to the City of Atlanta's street light inventory since the 2008 report. The inventory of street lights continues to deteriorate, and there have been 48 additional knock downs. Unit price cost increases account for a significant change in the overall cost of deferred maintenance needs related to our street light inventory.

Street Light Inventory

The City of Atlanta is currently paying energy costs on 51,093 street lights (14,459 City owned and 36,634 leased - owned by Georgia Power).



Tear Drop Street Light on Hank Aaron Drive

Actions Since 2008

There have been no significant changes or improvements to the City's street light network since 2008.

State of the Inventory

The state of the street light inventory has been divided Into four major components. Wiring problems with 4,986 street lights (10% of the inventory) have been identified; 3,234 poles need to be replaced and/or re-installed (6%); 673 shrouds are damaged and/or missing (1%); and 2,230 poles need to repainted (4%).

Prioritization Criteria

A comprehensive inventory and condition assessment is needed to determine scope and magnitude of problems with the City's street light inventory.

- High Priority Replacement of wiring that is five to ten years past life cycle, and all poles and shrouds that are currently missing.
- Medium Priority Replacement of winng that is up to five years past life cycle.
- Low Priority Replacement of poles that are past life cycle and poles needing repainting.

Table 2.8-1 2010 Street Light Status Summary

High		High Priority		Medium Priority		Low Priority		Totats	
Problem	Count	Cost (thousands)	Count	Cost (thousands)	Count	Cost (thousands)	Count	(thousands)	
Wiring	2,950	\$7,824	2,036	\$5,400	-	\$0	4.986	\$13,224	
Pote	284	\$1,537		\$0	2,950	\$15,961	3,234	\$17,498	
Shroud	673	\$607	-	\$0	17977111	\$0	673	\$607	
Repaint		\$0	-	\$0	2,230	\$15,961	2,230	\$15,961	
Totals	3,907	\$9,968	2,036	\$5,400	5,180	\$31,922	11,123	\$47,290	

2.8 Street Lighting Fact Sheet

Recommendations

The backlog of \$34.6 million will continue to increase without a significant investment in this program. An annual funding commitment of \$8.1 million will ensure that the backlog does not increase.

Chart 2.8-1

2010 Street Lighting Priorities

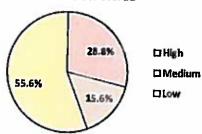


Table 2.8-2

Street Light Funding Analysis

Total Backlog (millions)	Current Annual Budget (millions) A	Annual Budget Needed (militons) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$34.64	\$1.92	\$10.98	\$9.06	472.24%

Note: The elimination of the backlog is not considered when calculating the Annual Budget.



Cobra Head Street Lights at Spring Street and Trinity Avenue

2.9 School Zone Flasher Fact Sheet

Overview

The primary purpose for school zone flashers is to reduce the speed of vehicles in a school zone, in an effort to provide a safer environment for school children.

School Zone Flasher Inventory

There are 110 school zone flashers in the City of Allanta Inventory.

Action Since 2008

50 school zone flashers have been updated since 2008.

State of the Inventory

There are 52 school zone flashers with components that are past their Life Cycle. This represents a 53% improvement from 2008 when all 100% of flashers were past their Life Cycle. The total cost to replace all of the school zone flashers past their Life Cycle is approximately \$496,500.

Prioritization Criteria

All school zone flashers past their Life Cycle are considered to be High Priority. The Life Cycles for school zone flashers

SCHOOL

School Zone Flasher

are 5 years for the signage, 10 years for the communications and 10 years for the control box / signal.

Recommendations

The City should first eliminate the current school zone flasher inventory backlog. If the backlog is not eliminated; every year the deterioration of the inventory will continue. The City should then make a commitment to specifically fund \$102,000 annually for a school zone flasher maintenance program.

Table 2.9-1 Funding Gao

Fotal Backlog (millions)	Current Annual Budget (militons) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (miltions) B-A	Funding Gap % (B-A)/A
\$0, 48	\$0.09	\$0.10	\$0.02	18.72%

Note: The elimination of the backlog is not considered when calculating the Annual Budget.

2.10 Roadway Construction Program Fact Sheet for Unpaved Streets

Overview

Roadway construction, as defined in this report, consists of full depth paving of previously unpaved roadways in the City of Atlanta. The unpaved classification means that the roadway is a gravel road that requires routine maintenance (adding new material, shaping, and ditch culting) on a quarterly basis and after each heavy rain.

Unpaved Roadways Inventory

Less than 1% of the City street inventory consist of unpaved streets. There remain 87 unpaved street segments in the City's current roadway inventory totaling 8.55 miles.

Action Since 2008

The condition of unpaved streets was not tracked in the 2008 report. However, since the report was Issued, the City of Atlanta has paved 6.44 miles of unpaved streets through funding from the Quality of Life Bond Program and by private developers.

State of the Inventory

The cost to pave the remaining unpaved streets is estimated at \$31,167,000.







Unpaved Roadway

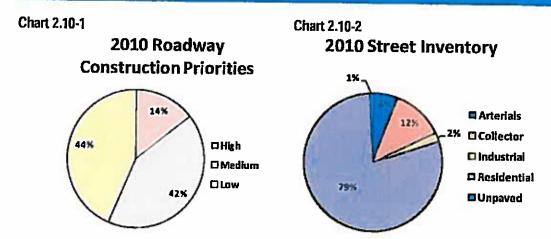
Prioritization Criteria

The priority ratings of High, Medlum, and Low were determined by the Condition Rating (CR) of the streets. High priority condition ratings are greater or equal to 70; medlum priority ratings are fess than 70 but greater or equal to 50; and low priority ratings are less than 50. The factors used to determine the Condition Rating of unpaved streets include daily traffic volume, the number of houses fronting the roadway, the proximity to school locations and other pedestrian generators, if a roadside hazard such as an open dilch is present, the needed street drainage, and the current right-of-way availability.

Table 2.10-1 2010 Street Status Summary

High Priority CR ≥70		Medium Priority 50≤CR<70		Low Priority CR <50		Total Length	Total Cost
Miles	Cost (thousands)	Miles	Cost (thousands)	Miles	Cost (thousands)	Miles	(thousands)
1.23	\$4,598	3.60	\$13,493	3.73	\$14,011	8.55	\$32,102

2.10 Roadway Construction Program Fact Sheet for Unpaved Streets



Recommendations

The Clly should decide on and enforce funding sources for paving or maintenance of unpaved streets.

Table 2.10-3

Roadway Construction Funding Gap

Total Backlog (millions)	Current Annual Budget (millions) A	Annual Budget Needed (millions) B	Needed vs. Current Funding Gap (millions) B - A	Funding Gap % (B - A)/A
\$31.17	\$0.11 36	\$0.1069	-\$0.0067	-5.9%

Note: The Current Annual Budget numbers are based on the following assumptions: Paved streets, bridges, sidewalks, curbs and ADA ramps, and unpaved streets consist of 73%, 15%, 10%, and 2% respectively of the sum of the DPW Roadways & Walkways Hill St General Fund 130305 and the DPW Roadways & Walkways North Ave General Fund 130306. The surplus represented in the chart is a result of the percentage breakdown; overall we are underfunding transportation related projects. The elimination of the backlog is not considered when calculating the Annual Budget.

2.11 Department of Public Works Studies and Assessments

Overview

The Department of Public Works, Olfice of Transportation will seek professional services for Inventories and Condition Assessments for Signs and Markings, Streets and Sidewalks, and Street Lights, for a Street Classification Study and Truck Route System Assessment, and for a City of Atlanta Specifications and Standard Construction Details Update. These studies will be used for project prioritization within this Infrastructure replacement program and for use in planning and implementing vehicle and pedestrian movement on the City's streets.



Action Since 2008

Studies needed for project prioritization were not tracked in the 2008 report.

State of the Inventory

The following are needed studies listed in order of priority.

Signs and Markings Inventory and Condition Assessment: The Manual on Uniform Traffic Control Devices (MUTCD) 2009 edition made many changes that affect City signs and markings. A sign inventory will be conducted to assess the affected signs and used to prepare a plan for compliance with the new standards. The federal deadline for this assessment is January, 2012. The first step, to locate all of the current City signs, has been started with a collaboration of the City of Atlanta and the Georgia Institute of Technology. Georgia Tech will use a web application to locate all of the signs and populate the City's GIS (Geographic Information System) database. The assessment will provide condition Information for signs and wit update the street markings file in an electronic format.

Cost: \$670,000

Streets and Sidewalks Inventory and Condition Assessment: This Inventory and assessment will determine street pavement conditions on all City streets. The assessment will also provide location and condition of sidewalks and ramps including compliance with the Americans with Disabilities Act (ADA) in digital files. The assessment will be utilized for further prioritization of projects for the infrastructure replacement program. The assessment will provide refinement of budgets and schedules the replacement program.

Cost: \$1,236,000

Street Light Assessment: A comprehensive assessment of City owned street lights is required to inventory street light type, location, service point and wiring system configuration. The study should be inclusive of maps (paper and digital files), Computer Aided Design (CAD) files (AutoCAD and GIS format) and database creation. Coordination with Georgia Power Company will be required.

Cost: \$412,000

Street Classification Study and Truck Route System Assessment: The City's current functional street classification consists of expressways, arterials, collectors, and locals categories. The Street Classification Study will develop official classification enteria for each street category, will review the current functional classification of the City street network based on the developed criteria, will redefine the classifications of existing streets based on the classification enteria, and will propose new official street classifications such as residential collector and industrial street categories. A comprehensive assessment of the City's truck route system has not occurred since 1953, although there have been changes in the City's land uses.

2.11 Department of Public Works Studies and Assessments

Many commercial areas have become residential and additional streets have been constructed. The assessment should consider adjacent land uses, the impact of truck traffic on residential neighborhoods, parks, Institutional land uses, and future land development as described in the City's Comprehensive Development Plan (CDP).

Cost: \$361,000

City of Atlanta Standard Specifications and Construction Details Update: Atthough some portions of the Cily's standard specifications and construction details were updated in 2003, other details date back to the 1960's. The purpose of the Update will be to review and update the standards for compliance with current regulations and construction practices. Following this update, the details should then be digitized so that they will be available for distribution and use in CAD format. Additionally, "green construction" alternatives to current details will be included, where applicable, and conflicts between standard details, the City's Code of Ordinances, and the Connect Atlanta Street Guide Plan will be resolved.

Cost: \$1,339,000

Total Cost for Studies and Assessments: \$4,018,000.

Table 2.11-1

Studies and Assessments Funding Gap

Total Backlog (millions)	Current Annual Budget (millions) A	Annual Budget* Needed (millions) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
\$4.02	\$0.01	\$0.20	\$0.19	1900.00%

Note The elimination of the backlog is not considered when calculating the Annual Budget.



City of Atlanta Street

3.0 Fleet Inventory Fact Sheet

Overview

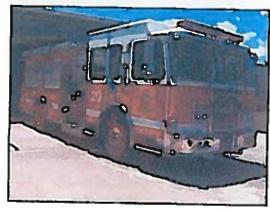
The Office of Fleet Management Is responsible for maintaining and tracking the City of Atlanta (COA) Fleet which includes motorized equipment ranging from fire trucks to back hoes.

Fleet Inventory

There are 3,079 units of General Fund rolling stock or Fleet equipment in the COA inventory.

Action Since 2008

There have been 192 General Fund pleces of Fleet equipment purchased since 2008 for the Department of Public Works, Parks and Recreation, Atlanta Fire and Rescue, and the Atlanta Police Department; since 2008;



Fire Truck

approximately a 2.3 million dollar investment. However, there has been an overall decrease in the inventory due to a fleet reduction program in which many pieces of equipment were surplussed and sold, resulting in a net deduction of 254 pieces of equipment.

State of the Fleet Inventory

56% of the Fleet Inventory is past its Life Cycle (55% in 2008) and is the reason there are increased repairs, limited availability of parts, and long turnaround times for equipment. The cost to replace the backlogged inventory is approximately \$40.9 million (\$54.4 million in 2008).

Table 3-1 Fleet Inventory Summary

	Total Backlog	Total Cost	Total Inventory	Total Inventory Cost	% Backlog
Department	Equipment	(thousands)	Equipment	(thousands)	
Atlanta Police Department	645	\$12,416	1,057	\$22,306	61%
Public Works	446	\$21,610	843	\$43,112	53%
Atlanta Fire & Rescue	246	\$1,487	409	\$24,435	60%
Parks, Recreation & Cultural Affairs	348	\$4,358	631	\$10,330	55%
Executive Offices	9	\$358	17	\$488	53%
Planning & Community Development	3	\$47	88	\$1,085	3%
Other Departments	26	\$601	34	\$727	76%
Totals	1,723	\$40,876	3,079	\$102,484	56%

Prioritization Criteria

Equipment more than 10 years past its life cycle are rated as High Priority, equipment 5-10 years past its life cycle are rated as Medium Priority, and equipment fess than 5 years past its life cycle are rated as Low Priority.

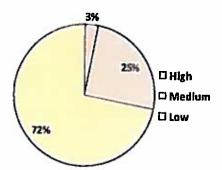
3.0 Fleet Inventory Fact Sheet

Chart 3-1

2010 Fleet Priorities



2008 Fleet Priorities



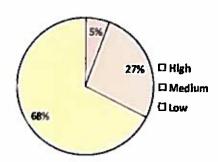


Table 3-1 2010 Backlog Inventory

		High Priority >10 yrs past Life Cycle		Medium Priority 5-10 yrs past Life Cycle		Low Priority <5 yrs past Life Cycle		Total Cost
Department	Count	Cost (thousands)	Count	Cost (thousands)	Count	Cost (thousands)	Count	(thousands)
Atlanta Police Department	4	\$62	152	\$2,522	489	\$9,832	645	\$12,416
Public Works	21	\$628	124	\$5,484	301	\$15,497	446	\$21,610
Atlanta Fire & Rescue	13	\$40	60	\$165	173	\$1,281	246	\$1,487
Parks, Recreation & Cultural Affairs	14	\$324	86	\$1,673	248	\$2,361	348	\$4,358
Executive Offices	0	\$0	3	\$105	6	\$253	9	\$358
Planning & Community Development	0	\$0	0	\$0	3	\$47	3	\$47
Other Departments	0	\$0	7	\$180	19	\$421	26	\$601
Totals	52	\$1,054	432	\$10,130	1,239	\$29,692	1,723	\$40,876

3.0 Fleet Inventory Fact Sheet

Recommendations: Elimination of the current Fleet Inventory backlog should be a priority, if the backlog is not eliminated, every year the deterioration of the Fleet will continue. The City should then make a commitment to specifically fund \$17 million annually for a Fleet maintenance program. It should be noted that this capital investment will be offset, to a significant degree, by reductions in fleet maintenance expenses. Replacing equipment in a timely fashlon would ensure that many will be replaced prior to the expiration of their warranty, thus reducing the need to maintain them in-house. Currently, the City spends approximately \$16.4 million each year to maintain its fleet with 85% going toward preventative maintenance and 15% going toward repairs vs. the industry standard of 70% to 30%. Other recommendations include leasing more equipment, to reduce the need for Internally provided maintenance, and an additional fleet reduction to remove underutilized vehicles from inventory thus reducing maintenance costs and providing the City with a revenue source.

Table 3-3 Fleet Funding Gan

Total Backlog (militons)	Current Annual Budget (militions) A	Annual Budget Needed (militons) B	Needed vs. Current vs. Funding Gap (militons) B-A	Funding Gap % (B-A)/A
\$40.88	\$16.40	\$17.00	\$0.60	3.66%

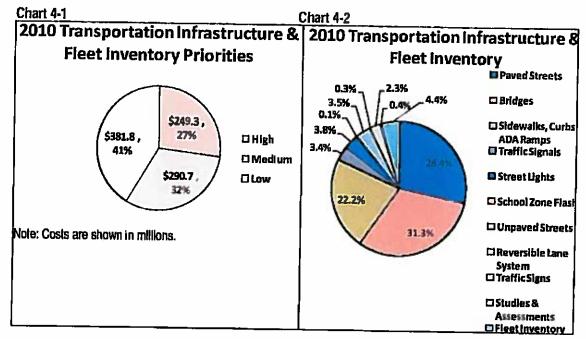
Note: Current Annual budget is based on needs for Atlanta Police Department, Atlanta Fire Department, Department of Public Works, and Department of Parks and Recreation. The elimination of the backlog is not considered when calculating the Annual Budget.



Codes Compliance, Buildings, and Housing Trucks

Summary

The City of Állanta has approximately \$922 miltion of transportation infrastructure and fleet inventory backlog projects. Approximately \$249 miltion (27%) of those projects are rated as a High Priority. The annual budget to maintain the assets identified is approximately \$26 miltion which represents an over \$200 miltion annual maintenance funding gap. See Table 4-1 for a breakdown of asset priority costs and Table 4-2 for an illustration of the current maintenance funding gap.



Funding Options

The existing and possible sources of funding identified for the transportation infrastructure and fleet inventory backlog projects and annual maintenance budget are as follows:

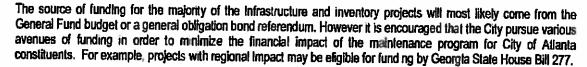
Existing Funding Source:

- Quality of Life Bond Program Funds
- Transportation Impact Fees
- Annual Bond Funds
- MARTA Offset Funding
- Grant Funding from Georgia Department of Transportation(ex. State Local Maintenance Improvement Grant (LMIG) formally LARP (Local Assistance Road Program)
- Supplemental Funding from the Community Improvement Districts
- General Operating Fund

Potential Funding Source:

- General Obligation Bond Referendum
- Annual General Fund Allocation

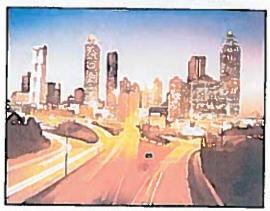
- Enforcement of existing City of Atlanta Code of Ordinances, Section 138-103 requiring maintenance of sidewalks and curbing through assessments to abulting property owners for low priority projects.
- Enforcement of existing City of Atlanta Code of Ordinances, Section 138-76 requiring assessments to abutting properly owners for paving of unpaved streets.
- Street Light Utility Fee
- Fleet Reduction Sale
- Street Cut Impact Fee
- Commercial Solid Waste Road Impact Fee
- Regional Transit Impact Fee
- Georgia State House Bill 277
- Federal Community Development Block Grant (CDBG) Program
- State Transportation Improvement Plan
- Federal Transportation Blff
- Federal Earmarks
- Future Federal Stimulus



Other examples of alternate funding are listed in the Potential Funding Source tisted above. They include a mix of Local, State, and Federal sources to diversify the way the City of Atlanta maintains its transportation infrastructure and fleet inventory. An investigation is needed to determine the specific timeline to fund the backlog and annual maintenance budgets based on factors such as the financial health of the City, future growth projections and the availability and terms of funding products in the market. Examples of potential funding strategies are found in the 10 and 20 year investment schedules in Appendix B.

Conclusion

It is recommended that the City of Atlanta create a diversified funding plan to eliminate the existing backlog and increase the annual funding for transportation infrastructure and fleet inventory maintenance to ensure that a new backlog is not created, assets do not continue to deteriorate, and the City provides good customer service to constituents and visitors. Without a well reasoned and diversified plan to maintain the transportation and fleet inventory, it will be difficult for the City of Atlanta to continue to provide a safe and efficient environment for the City's public to thrive,



Atlanta Evening Traffic

Table 4-1
2008-2010 Transportation and Fleet Backlog Cost Summary

Asset		Priority	1 / Fligh		Priority 2 / Medium			
	2008 (millions)	2010	Change (millions)	% Change	2008 (millions)	2010 ¹ (millions)	Change (millions)	% Change
Arterials Streets	\$5.6	\$1.7	-\$3.9	-69%	\$4.8	\$5.0	\$0.2	4%
Collector Streets	\$7.2	\$3.6	-\$3.6	-50%	\$11.7	\$10.9	-\$0.8	-7%
Industrial Streets	\$1.4	\$2.6	\$1.2	88%	\$0.7	\$2.1	\$1.4	198%
Residential Streets	\$56.3	\$64.9	\$8.6	15%	\$56.3	\$64.9	\$8.6	15%
Paved Streets Subtotats	\$70.5	\$72,9	\$2.4	3%	\$73.5	\$82.9	\$9.4	13%
Bridges	\$72.0	\$71.4	-\$0.6	-1%	\$90.0	\$82.7	-\$7.3	-8%
Sidewalks, Curbs and ADA Ramps	\$26.0	\$76.9	\$50.9	196%	\$26.0	\$62.5	\$36.5	140%
Traffic Signals	\$32.0	\$2.4	-\$29.6	-93%	\$19.0	\$20.2	\$1.2	7%
Street Lights	\$2.0	\$10.0	\$8.0	398%	\$3.0	\$5.4	\$2.4	80%
School Zone Flashers	\$1.0	\$0.5	-\$0.5	-50%	\$0.0	\$0.0	\$0.0	N/A
Base 2008 Infrastructure Subtotals	\$203,5	\$234,0	\$30.5	15%	\$211.5	\$253.7	\$42.2	20%
Unpaved Streets	\$0.0	\$4.6	N/A	N/A	\$0.0	\$13.5	N/A	N/A
Reversible Lane System	\$0.0	\$1.4	N/A	N/A	\$0.0	\$1,3	N/A	N/A
Traffic Signage	\$0.0	\$4.3	N/A	N/A	\$0.0	\$12.1	N/A	N/A
Truck Route & Street Classification Study	\$0.0	\$0.4	N/A	N/A	\$0.0	\$0.0	N/A	N/A
COA Standard Specifications and Construction Detail Update	\$0.0	\$1.3	N/A	N/A	\$0.0	\$0.0	N/A	N/A
Street and Sidewalk Inventory and Condition Assessment	\$0.0	\$1.2	NA	N/A	\$0.0	\$0.0	N/A	N/A
Signs and Markings Inventory and Condition Assessment	\$0.0	\$0.7	N/A	N/A	\$0.0	\$0.0	N/A	N/A
Street Light Assessment	\$0.0	\$0.4	N/A	N/A	\$0.0	\$0.0	N/A	N/A
nfrastructure Subtotals, Additional 2010 tems	\$0	\$14	N/A	N/A	\$0	\$27	NA	N/A
nfrastructure ategory Totals	\$203.5	\$248.3	\$44.8	22%	\$211.5	\$280.6	\$69.1	33%
leet Inventory	\$3.1	\$1.1	-\$2.0	-66%	\$17.7	\$10.1	-\$7.6	-43%
ategory Totals	\$206.6	\$249.3	\$42.7	21%	\$229.2	\$290.7	\$61.5	27%

Asset		als	Tol				Priority	To project
in the second	% Change	Change (millions)	2010 ¹ (militons)	2008 (millions)	% Change	(millions)	2010 ¹ (millions)	2008 (millions)
Arterials Streets	-46%	-\$19.0	\$22.6	\$41.6	-49%	-\$15.3	\$15.9	\$31.2
Collector Streets	-13%	-\$5.5	\$36.2	\$41.7	-5%	-\$1.1	\$21.7	\$22.8
Industrial Streets	130%	\$4.6	\$8.1	\$3.5	138%	\$1.9	\$3.3	\$1.4
Residential Streets	15%	\$25.8	\$194.7	\$168.9	15%	\$8.6	\$64.9	\$56.3
Paved Streets Subtotals	2%	\$5.8	\$261.5	\$255.7	-5%	-\$5.9	\$108.8	\$111.7
Bridges	78%	\$126.6	\$288.6	\$162.0	N/A	\$134.5	\$134.5	\$0.0
Sidewalks, Curbs and ADA Ramps	162%	\$126.2	\$204.2	\$78.0	149%	\$38.8	\$64.8	\$26.0
Traffic Signals	-48%	-\$28.8	\$31.2	\$60.0	-4%	-\$0.4	\$8.6	\$9.0
Street Lights	246%	\$24.6	\$34.6	\$10.0	285%	\$14.3	\$19.3	\$5.0
School Zone Flashers	-50%	-\$0.5	\$0.5	\$1.0	N/A	\$0.0	\$0.0	\$0.0
Base 2008 Infrastructure Subtotals	45%	\$253.9	\$820.6	\$566.7	1,19%	\$181.2	\$382.9	\$151.7
Unpaved Streets	N/A	N/A	\$32.1	\$0.0	N/A	N/A	\$14.0	\$0.0
Reversible Lane System	N/A	N/A	\$2 6	\$0.0	N/A	N/A	\$0.0	\$0.0
Traffic Signage	N/A	N/A	\$21.6	\$0.0	N/A	N/A	\$5.2	\$0.0
Truck Route & Street Classification Study	N/A	N/A	\$0.4	\$0.0	N/A	N/A	\$0.0	\$0.0
COA Standard Specifications and Construction Detail Update	N/A	N/A	\$1.3	\$0.0	N/A	N/A	\$0.0	\$0.0
Street and Sidewalk Inventory and Condition Assessment	N/A	N/A	\$1.2	\$0.0	N/A	N/A	\$0.0	\$0.0
Signs and Markings Inventory and Condition Assessment	N/A	N/A	\$0.7	\$0.0	N/A	N/A	\$0.0	\$0.0
Street Light Assessment	N/A	N/A	\$0.4	\$0.0	N/A	N/A	\$0.0	\$0.0
Infrastructure Subtotals, Additional 2010 Items	NA	N/A	\$60	\$0	N/A	N/A	\$19	\$0
Infrastructure Category Totals	55%	\$314.1	\$880.8	\$566.7	132%	\$200.4	\$352.1	\$151.7
Fleet Inventory	-25%	-\$13.5	\$40.9	\$54.4	-12%	-\$3.9	\$29.7	\$33.6
Category Totals	48%	\$300.6	\$921.7	\$621.1	105%	\$195.5	\$381.8	\$185.3

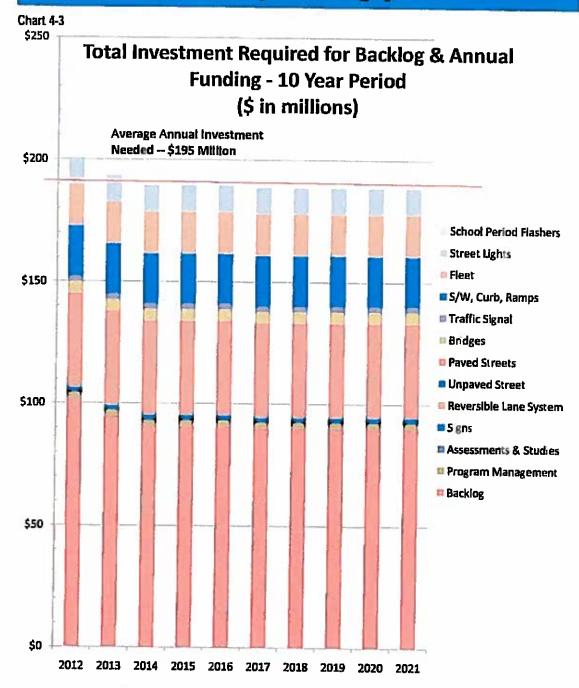
All costs reflect in 2010 dollars and will need to be adjusted for market changes and inflation.
 Low priority bridge costs were not included in 2008 report.

Table 4-2
Funding Gan Summary

Asset	Total Backlog (millions)	Current Annual Budget (mittions) A	Annual Budget Needed (millons) B	Needed vs. Current Funding Gap (millions) B-A	Funding Gap % (B-A)/A
Paved Streets	\$261.52	\$4.15	\$38.32	\$34.18	824.40%
Bridges	\$288.58	\$0.85	\$5.00	\$4.15	486.94%
Sidewalks, Curbs and ADA Ramps	\$204.17	\$0.57	\$20.37	\$19.80	3486.92%
Traffic Signals	\$31.22	\$0.72	\$2.30	\$1.58	221.38%
Street Lights	\$34.64	\$1.92	\$10.98	\$9.06	472.24%
School Zone Flashers	\$0.48	\$0.09	\$0.10	\$0.02	18.72%
Unpaved Streets	\$32.10	\$0.11	\$0.11	-\$0.01	-5.91%
Reversible Lane System	\$2.55	\$0.14	\$0.26	\$0.11	78.20%
Traffic Signage	\$21.56	\$0.80	\$1.84	\$1.04	130.95%
Studies and Assessments	\$4.02	\$0.D1	\$0.20	\$0.19	1900.00%
Transportation infrastructure Subtotal	\$880.84	\$9.35	\$79.47	\$70.13	750.18%
Fleet Inventory	\$40.88	\$16.40	\$17.00	\$0.60	3.68%
Total	\$921.72	\$25.75	\$96.47	\$70.73	274.68%

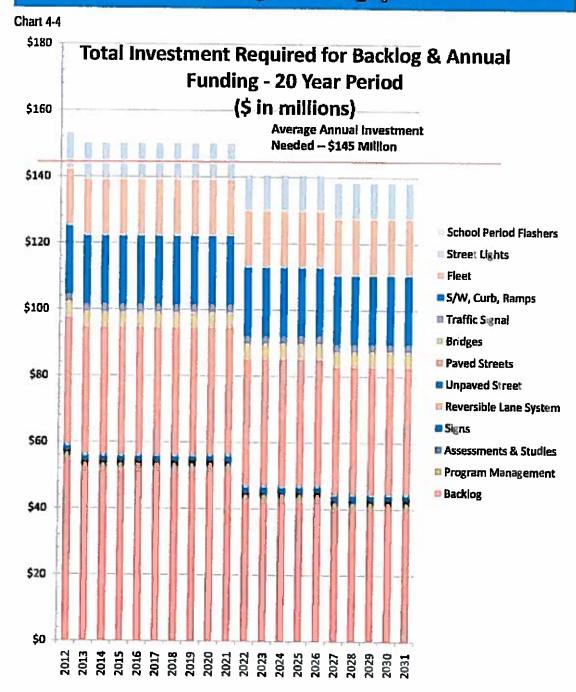
Note: Current Annual Budget for transportation infrastructure numbers were taken from the C ty of Atlanta Set of Books General Fund by Organization by Account dated October 21, 2010 and is based on the following assumptions:

- Paved streets, bridges, sidewalks, curbs and ADA ramps, and unpaved streets consist of 73%, 15%, 10%, and 2% respectively of the sum of the DPW Roadways & Walkways Hilt St General Fund 130305 and the DPW Roadways & Walkways North Ave General Fund 130306.
- 2. Traffic signals, street lights, school zone flashers, and reversible tane system consist of 25%, 67%, 3%, and 5% of the DPW Traffic Signals General Fund 130304 (with the Georgia power bill deducted).
- 3. Traffic signs are 100% of the DPW Traffic Signs & Markings General Fund 130303.
- Program Management consists of the sum of DPW Transportation Administration General Fund 130301, DPW Traffic Engineering General Fund 130302, and DPW Transportation Design General Fund 130308.
- 5. Current Annual Budget for fleet is based on needs for Atlanta Police Department, Atlanta Fire Department, Department of Public Works, and Department of Parks and Recreation.
- Annual budget needed does not account for Life Cycles and is based on year 2012. Actual average investment needs will depend on funding time periods.



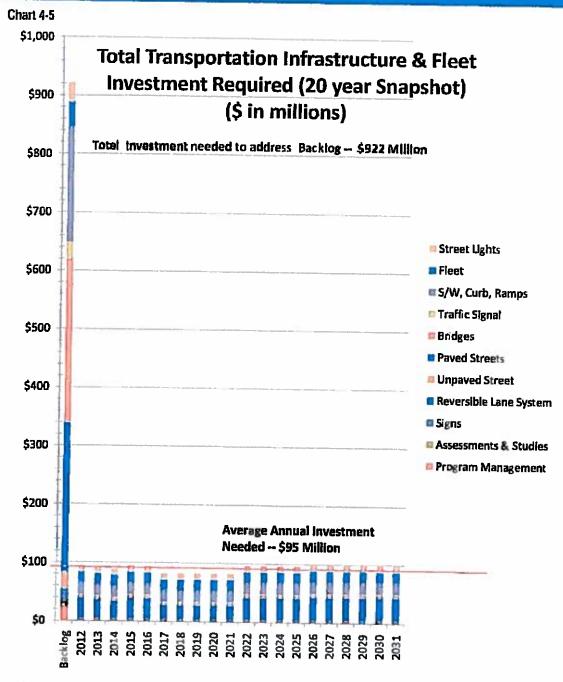
Note:

- Chart illustrates 10 year investment schedule needed to address the backlog and annual investment to maintain the City's transportation and fleet inventory.
- 2. Charts do not include funding expenses or inflation.
- 3. Signs could not be annualized over a 10 year period because of MUTCD Compliance Dates.
- 4. Reversible lane systems and school period flashers were not annualized due to scope.



Note: 1. Chart Illustrates 20 year Investment schedule needed to address the backlog and annual investment to maintain the City's transportation and fleet inventory.

- 2. Charts do not include funding expenses or inflation.
- 3. Signs could not be annualized over a 20 year period because of MUTCD Compliance Dates.
- 4. Reversible lane systems and school period flashers were not annualized due to scope.



Note:

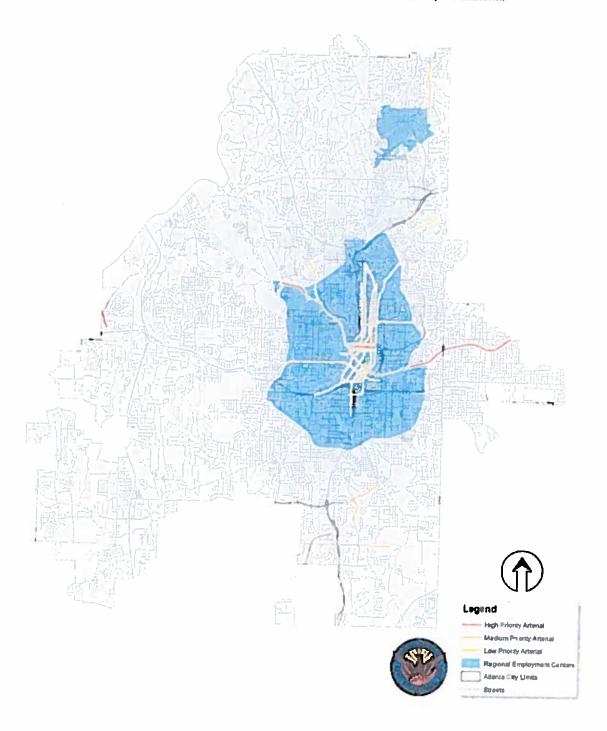
- Charl illustrates the total backlog compared to the 20 year Average Annual investment schedule needed to maintain the City's transportation and fleet Inventory.
- 2. Charts do not include funding expenses or inflation.
- 3. Signs could not be annualized over a 20 year period because of MUTCD Compliance Dates.
- 4. Reversible lane systems and school period flashers were not annualized due to scope.

5.0 Appendix

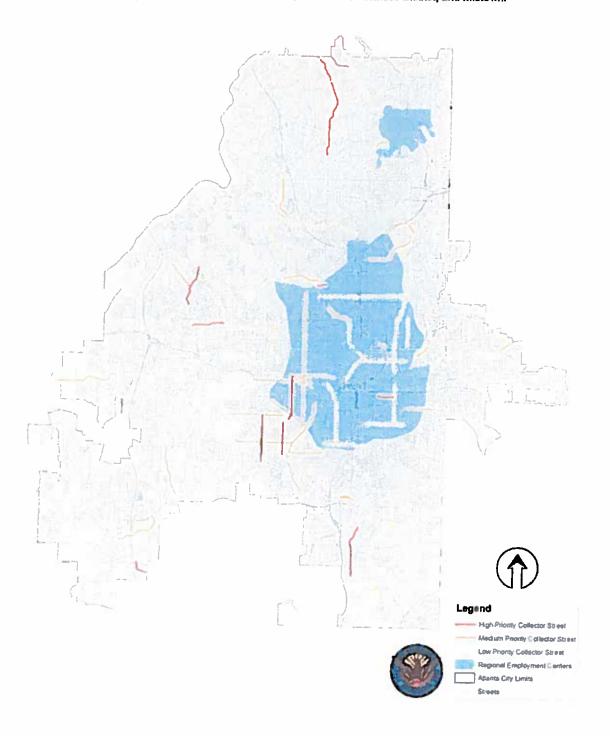


Map B.1 Street Resurfacing Projects: Arterials

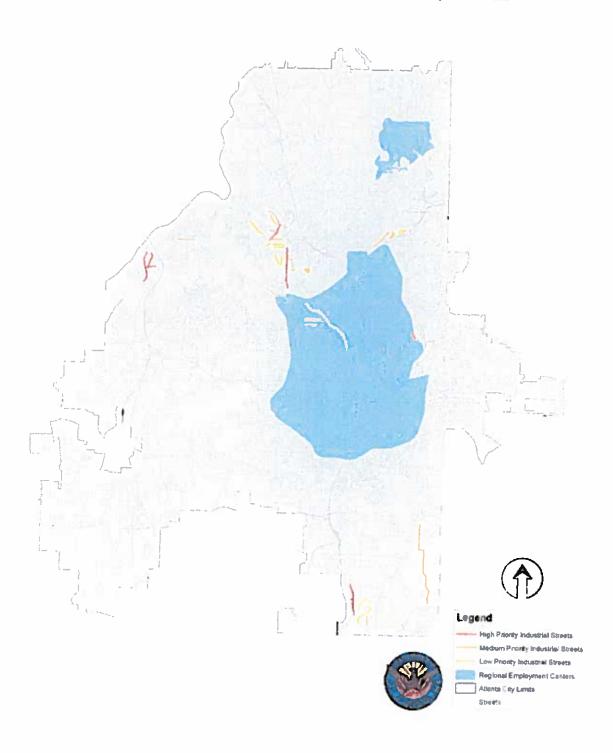
Note: Regional Employment Centers include Buckhead, the Central Business District, and Midtown.



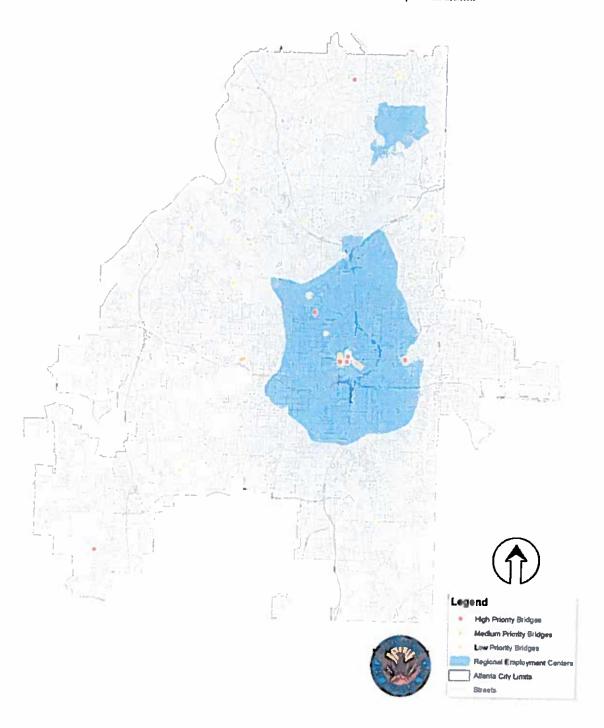
Map B.2 Street Resurfacing Projects: Collectors
Note: Regional Employment Centers include Buckhead, the Central Business District, and Midtown.



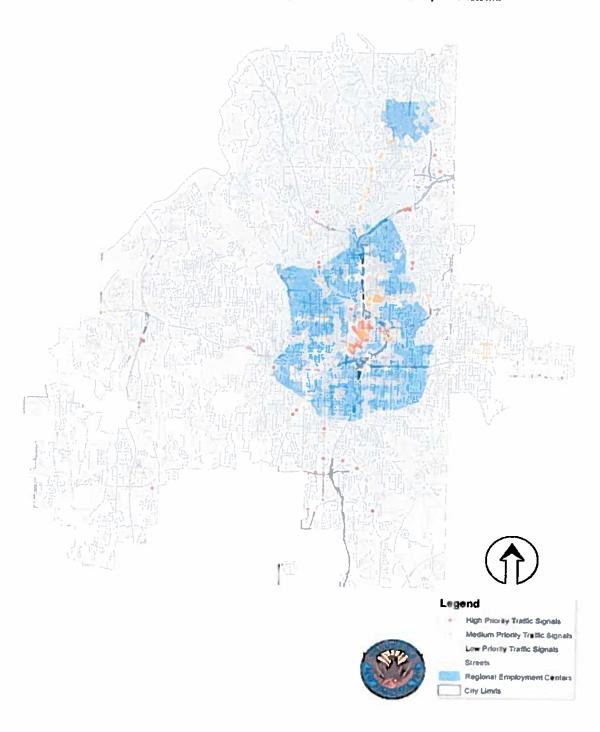
Map B.3 Street Resurfacing Projects: Industrials
Note: Regional Employment Centers include Buckhead, the Central Business District, and Midtown.



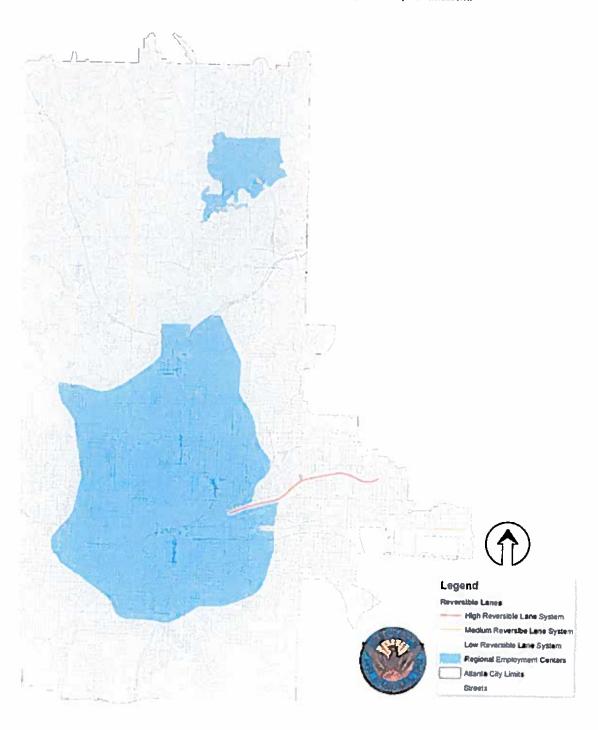
Map B.4 Bridge Projects
Regional Employment Centers include Buckhead, the Central Business District, and Midtown.



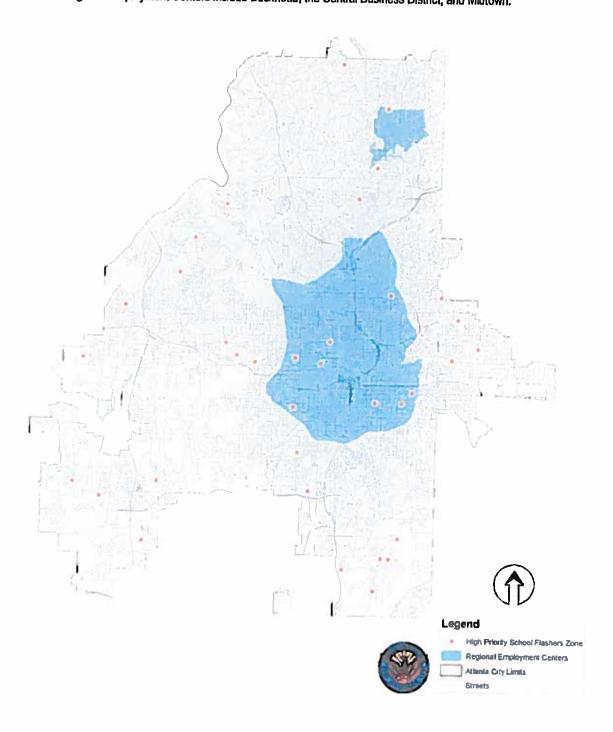
Map B.5 Traffic Signal Projects
Note: Regional Employment Centers Include Buckhead, the Central Business District, and Midtown.



Map B.6 Reversible Lane System Projects
Regional Employment Centers Include Buckhead, the Central Business District, and Midlown.



Map B.7 School Zone Flasher Projects
Note: Regional Employment Centers include Buckhead, the Central Business District, and Midtown.



Map B.8 Unpaved Street Projects

Note: Regional Employment Centers include Buckhead, the Central Business District, and Midtown.

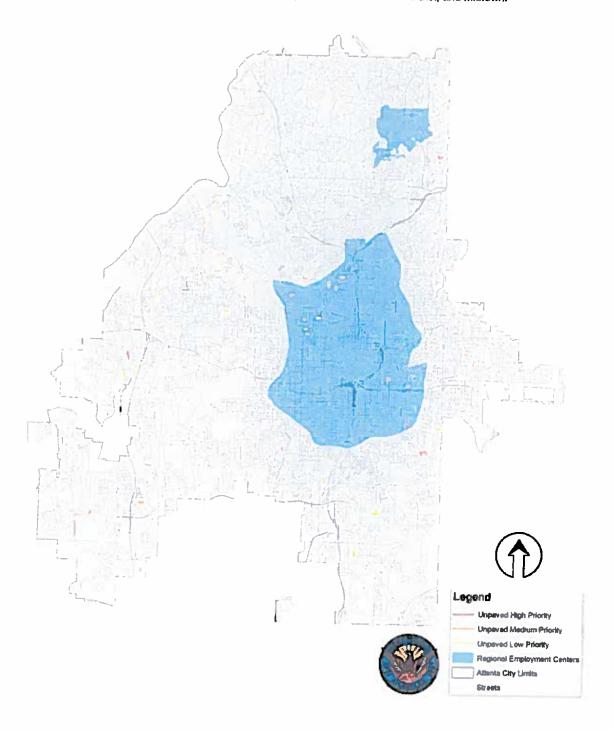


Exhibit E-2



Search for a Project

Bond Program Highlights
Atlanta voters overwhelming

Atlanta voters overwhelmingly supported the Renew Atlanta infrastructure bond in a special election on March 17, 2015. More than eight in ten voters approved two ballot questions to authorize repairs, improvements and upgrades to transportation and municipal facilities projects citywide.

Because of its strong credit rating, the City of Atlanta was able to fund the \$250 million in bonds at historically-low interest rates.

Renew Atlanta Bond Program Development

The Renew Atlanta infrastructure bond program was developed through years of research and more than 100 public meetings with extensive community input. The program will fix roads and bridges, build more than 30 miles of complete streets projects and bicycle lanes, and will synchronize Atlanta's traffic signals for the first time.

BUDGET BREAKDOWN



PROJECTS





O









TRANSPORTATION







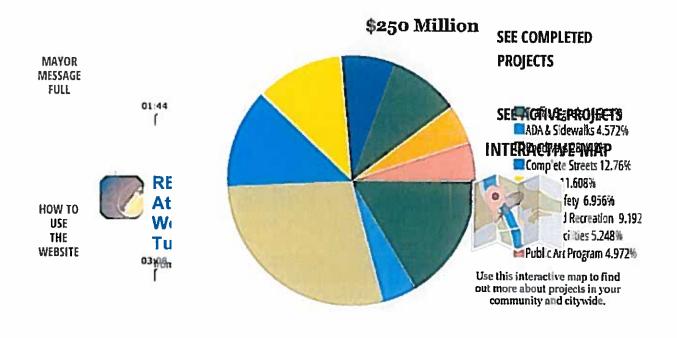


MUNICIPAL FACILITIES



A Message from the Mayor

As your Mayor, I have made it a priority to make critical updates to the City of Atlanta's infrastructure. And as Atlanta residents, you responded last March by overwhelmingly approving our \$250 million infrastructure bond initiative, the single most significant infrastructure investment in modern times, an investment that will improve the look, feel and experience of our city. more >



HOW TO USE THE INTERACTIVE MAP



MASTER SCHEDULE



Click the icon to view the program's Master Schedule.

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Search for a Project

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About Renew Atlanta 2015

Renew Atlanta is an infrastructure improvement program for the City of Atlanta, Georgia.

This \$250 million program—the first major investment in Atlanta's aboveground infrastructure in more than a decade—is a first step toward resolving an infrastructure repair backlog of more than \$900 million.

Mayor Kasim Reed and the Atlanta City Council worked together to develop this program, which will address Atlanta's most critical needs first through \$250 million in funds from general obligation bonds. These bond dollars will allow the City to make urgent repairs to Atlanta's infrastructure without raising property taxes.

Voters overwhelmingly approved the infrastructure bond program through two ballot questions in a special election held on March 17, 2015.







RENEW ATLANTA 2015 WILL:

Replace street lights to make neighborhoods safer Repair and replace bridges to connect communities Synchronize traffic lights to make commutes easier and reduce congestion

install bike lanes and Complete Streets projects for more transportation options

Build and repair sidewalks, curbs, and Americans with Disabilities Act (ADA) ramps for better mobility

Upgrade public facilities, improve our parks and recreation areas and public art

An improved infrastructure means a better quality of life and more jobs, economic development, healthier families, and greater public safety. Residents also can more easily get to hospitals, education centers, shopping and entertainment districts with a reliable infrastructure.

Because of Atlanta's strong credit rating—the best in 12 years—the City can borrow at a lower interest rate. Over the course of two decades, the City will repay the bonds with approximately \$20 million in annual cost savings identified by the Mayor's Blue Ribbon Commission on Waste & Efficiency.

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TRANSPORTATION



ADA AND SIDEWALKS

In accordance with the Americans with Disabilities Act (ADA), the City of Atlanta builds accessible ramps into sidewalks when completing road resurfacing or other sidewalk repairs.

BRIDGES

High-priority bridges will be repaired and replaced. For other bridges, the City will perform preventative maintenance activities such as cleaning, painting and joint sealing at other locations.





COMPLETE STREETS

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists



ROADWAYS

Roadways in the City of Atlanta will be resurfaced, which means replacing existing pavement on major streets leading to employment centers, commercial districts, shopping destinations, transit, government centers, entertainment districts, hospitals, parks and other common use areas. Roadway projects include curb repairs, ADA ramp construction, sidewalk and sign repairs.

and transit riders of all ages and abilities.
Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.



SCHOOL ZONE BEACONS

School zone beacons will be installed or upgraded at school zone crossings throughout the city.



TRAFFIC SIGNALS

Traffic signals will be optimized along major thoroughfares and linked to the Atlanta Traffic Control Center (ATCC). Traffic signal upgrades include replacing traffic signal lights, equipment and communication systems.

MUNICIPAL FACILITIES



Public Safety facilities, including fire stations



PARKS AND RECREATION

Projects Page 3 of 4

and a police precinct, will receive life safety, Americans with Disabilities Act (ADA), structural and building systems upgrades and improvements. The Video Integration Center will receive technology and equipment upgrades.

Renew Atlanta will allow the City to build a new, best-in-class swimming and community facility in the Historic Old Fourth Ward neighborhond. The new Martin Luther King Jr. Natatorium will be a source of community pride. The facility will be centrally located and accessible via the Atlanta Streetcar and other public transit. Public parks and recreation centers will receive ADA, parking and other facility upgrades and improvements.



PUBLIC ART PROGRAM

The Mayor's Office of Cultural Affairs will invest in the cultural infrastructure of Atlanta by commissioning landmark public art installations, creating new neighborhood art projects, and restoring the City's existing public art collection.



PUBLIC BUILDINGS

City Hall, the
Municipal Courts, the
Atlanta Workforce
Development Agency,
the Public Works
Complex and certain
neighborhood centers
need and will receive
life safety
improvements, ADA
upgrades and
structural and building
system upgrades.

NOTE: Atlanta City Councilmembers continue to engage with their constituents to determine local projects for their districts. The majority of these projects will serve transportation needs and will be added to the website on a rolling basis. Please contact your City Council representative for more information.

SEE COMPLETED PROJECTS Projects Page 4 of 4

SEE ACTIVE PROJECTS

RECEIVE PROJECT UPDATES

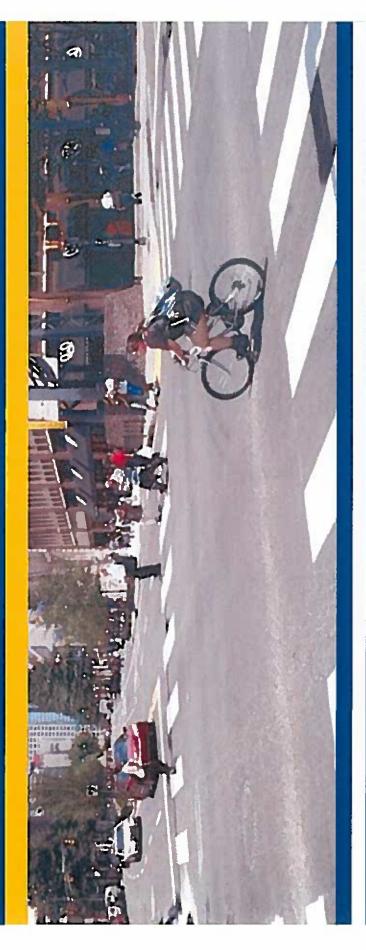
Home	Contact Us	Connect With Us
About	404.330.6165	
Projects	1 404.658.7552	f Facebook
FAQs	S	☞ Twitter
Contact	renewatlanta@atlantaga.gov	YouTube
Contract	♀ 55 Trinity Avenue SW	₹ RSS
Opportunities	Suite 4350	
	Atlanta, GA 30303	

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Exhibit E-3



ATLANTA ETTER m 4 ပ UILDIN m





2015 Infrastructure Vote

#RenewATL

BECKLEY-COAUU050

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Welcome

Meeting Agenda



- Welcome Remarks
- Message from Mayor
- Overview
- What is a Bond Referendum?
- Financial Impact
- Ballot Questions
- Next Steps
- Transportation Projects
- Citywide Projects
- Local Projects

- Municipal Facilities
- Citywide Projects
- Local Projects
- Stay Involved
- Questions and Answers
- Breakout Sessions
- Review Project Maps
- Review Draft List of Projects

#RenewATL



State of Atlanta's Infrastructure

- Infrastructure is the skeleton of the city the roads, bridges, sidewalks, street lights, traffic lights and everything that makes the city function.
- Atlanta has a \$1.02B infrastructure backlog a long list of projects in need of funds.
- The 2010 State of the City's Transportation Infrastructure Report identified approximately \$881M of transportation infrastructure
- The 2014 City's Facility Infrastructure Report identified \$130.8M backlog of projects



What is a Bond Referendum?

- A bond referendum is a vote to authorize the city to issue bonds to generate revenue for a specific project.
- City Council voted unanimously to authorize a special election for voters in Atlanta to decide whether the City can use bonds to raise \$250 million to fund high-priority infrastructure projects.



Financial Impact

- development, healthier families, public safety, education, shopping and Improved infrastructure means a better quality of life: jobs, economic entertainment.
- Atlanta taxpayers are not expected to see any increase in property taxes from the infrastructure bond.
- Administration, the City's strong credit rating lets us borrow at a lower Because of excellent financial management under the Reed interest rate, saving us money.
- Each year, the City will pay off a portion of the bond using savings dentified in the Mayor's Waste & Efficiency Commission Report.



Making Progress

- The infrastructure bond allows us to take a big first step in addressing these problems, taking a \$250 million chunk out of the billion-dollar problem.
- Renew Atlanta will:
- replace street lights to make your neighborhood safer,
- repair and replace bridges to connect communities,
- synchronize traffic lights to make your commute easier and reduce congestion,
- install bike lanes and complete streets projects for more transportation options,
- upgrade public facilities and support our parks and recreation areas.

build and repair sidewalks, curbs, and ADA ramps for better mobility,



Ballot Question #1: Transportation Projects

INFRASTRUCTURE AND EQUIPMENT, CURBING, STORM WATER DRAINAGE, STREET NAME AND INCLUDING, BUT NOT LIMITED TO STREETLIGHTS, SIDEWALKS, BICYCLE LANES, AND TRANSIT SHALL GENERAL OBLIGATION PUBLIC IMPROVEMENT BONDS IN AN AGGREGATE PRINCIPAL CRITICAL CAPITAL MAINTENANCE AND EQUIPPING OF PUBLIC STREETS, TRAFFIC CONTROL ACQUISITION, CONSTRUCTION, RECONSTRUCTION, RENOVATION, REPAIR, IMPROVEMENT, STOPS SO AS TO IMPROVE THE PEDESTRIAN AND TRANSIT ENVIRONMENT, THE COST OF AMOUNT NOT TO EXCEED \$187,945,000 BE ISSUED BY THE CITY OF ATLANTA FOR THE DIRECTIONAL SIGNAGE, BRIDGES, VIADUCTS AND RELATED PUBLIC IMPROVEMENTS COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990 FOR SUCH IMPROVEMENTS, IN THE CITY OF ATLANTA, GEORGIA?"

Summary: \$187,945,000 for transportation related projects, including roads, bridges, sidewalks, traffic control devices, ADA compliance, etc. #RenewATL



Ballot Question #2: Municipal Facilities

MUNICIPAL FACILITIES INCLUDING BUILDINGS, RECREATION CENTERS AND OTHER FACILITIES AMERICANS WITH DISABILITIES ACT OF 1990 FOR SUCH FACILITIES AND IMPROVEMENTS IN "SHALL GENERAL OBLIGATION PUBLIC IMPROVEMENT BONDS IN AN AGGREGATE PRINCIPAL RENOVATION, REPAIR, IMPROVEMENT, CRITICAL CAPITAL MAINTENANCE AND EQUIPPING OF PURPOSE OF PAYING THE COSTS OF THE ACQUISITION, CONSTRUCTION, RECONSTRUCTION, AMOUNT NOT TO EXCEED \$64,055,000 BE ISSUED BY THE CITY OF ATLANTA FOR THE AND RELATED PUBLIC IMPROVEMENTS AND THE COST OF COMPLIANCE WITH THE THE CITY OF ATLANTA, GEORGIA?"

Summary: \$64,055,000 for improvements to municipal facilities, including buildings, recreational centers, etc. and for ADA compliance. #RenewATL

Next Steps

- Continue third and final round of public meetings through end of February, gathering more input and feedback from
- Infrastructure vote on March 17th
- Finalize list of transportation and non-transportation projects
- After the vote, City Council will vote on the final list of projects
- City Council votes to package and sell bonds, funding the projects



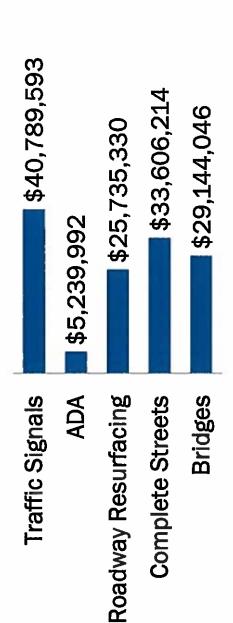
Disclaimer

be funded from bond proceeds to be issued pursuant to the March of intention that such list will be the final list within the meaning of DRAFT form for discussion purposes only and not as an indication Attached hereto is a DRAFT listing of potential projects which may 2015 bond referendum election. This list is preliminary and has been compiled from a master listing of all needed infrastructure O.C.G.A. 36-81-3(d). The final projects will be considered and improvements. This preliminary listing is being presented in approved by the City Council.



Transportation Projects - Citywide Projects:





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Transportation Projects - Local Projects:

\$51,941,543

Areas of Funding Under Local Projects by Council District

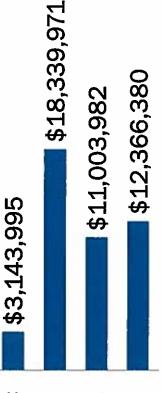
- Roadway construction on unpaved roads
- Roadway resurfacing on local streets, including incomplete subdivisions
- Curbing repairs
- Sidewalk repairs
- ADA ramp installation
- Street light replacement



Municipal Facilities - Citywide Projects:

\$44,854,328

Public Safety VIC
Parks and Rec Ctr.
Facility/Main. And Upgrades
Public Art Program



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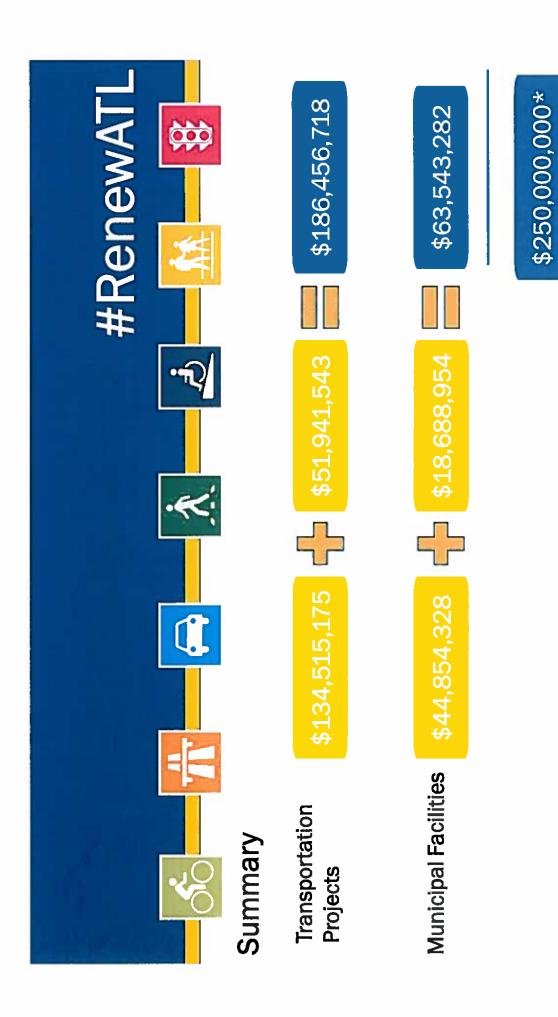


Municipal Facilities - Local Projects:

\$18,668,954

Areas of Funding Under Local Projects by Council District

- Public safety facilities
- Community facilities



BECKLEY-COA000565

^{*} Note: Amount is strictly project related costs and excludes \$2M for bond financing costs



Continued Engagement

- Complete comment cards today!
- Connect with us via social media Facebook, LinkedIn, Twitter, Google+.
- Visit www.renewatlanta2015.com to provide comments and learn more.
- Reach out to City Staff at infrastructure@atlantaga.gov with your questions.
- Reach out to Council Members and tell them what projects you care about.

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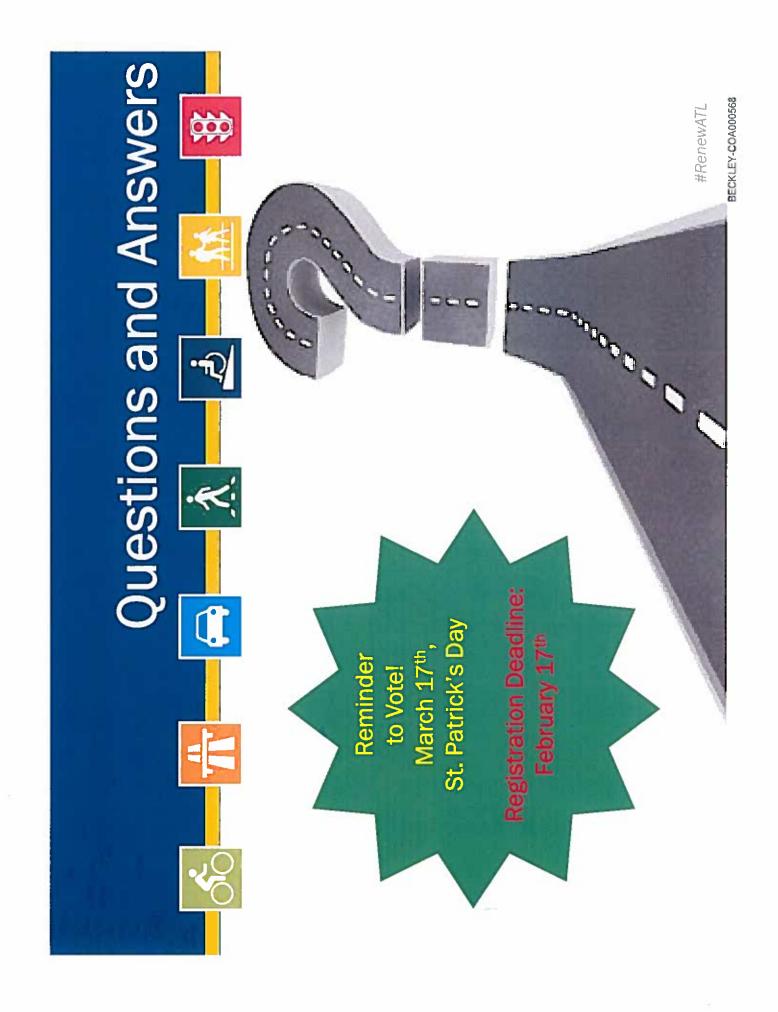
Georgia Voter Resources

- Secretary of State Website: https://registertovote.sos.ga.gov
- My Voter Page: http://mvp.sos.state.ga.us/
- You can register to vote in person with the Georgia Department of Driver Services (DDS) when you:
- Apply for your GA driver's license
- Renew your GA driver's license
- Deadline to register: February 17, 2015
- Early voting begins: February 23, 2015



#RenewATL

BECKLEY-COA000567





2015 Proposed Infrastructure Bond Public Information Meetings

Programs

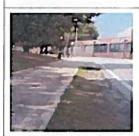
Americans with Disabilities Act Compliance - Government Buildings



The City of Atlanta has an agreement with the Department of Justice (DOJ) to implement ADA compliance repairs in all City buildings. The proposed funding amount is \$5,443,400. This program will be implemented based on assessments by the City's staff.



Curbing



Completes 100 percent of high & medium priority curbing repairs for the City, at an estimated cost of \$21.6 million. Curbing repair locations will be selected with identified street resurfacing projects to provide drainage improvements. Additional assessments will be conducted to identify non-resurfacing related projects as funding allows.



Sidewalks



Satisfies 100 percent of the Department of Justice (DOJ) agreement regarding the City's American Disabilities Act compliance for street curb ramps, at an estimated cost of \$38 million. This agreement requires the City to provide ADA compliant access to all street improvements completed from 1992 to present. This program completes 95 percent of all high priority sidewalk repairs throughout the City, at an estimated cost of \$38 million. Sidewalk repair locations will be selected with identified street resurfacing, streets construction, curbing, ADA ramp, and signal repair projects. Assessments will be conducted to identify additional projects as funding allows.



Street Lights



This program completes 100 percent of City owned high priority street light repairs including; missing and damaged poles, missing wiring, shrouds, and plates, at an estimated cost of \$10 million. The program also converts 65 percent of all City owned street lights to LED lamps, at an estimated cost of \$11 million, resulting in maintenance and energy costs savings.



Traffic Signs



Upgrades 100 percent of the size and lettering requirements for street name signs, based on the Manual on Uniform Traffic Control Devices (MUTCD).



Exhibit E-4

FINAL COUNCIL ACTION 1st & 2nd 3rd 3rd Consent Vote Readings	MAY 0 4 2011 AN 0 4 2015 AN 0 4 2015	A PPROR'S ACTION MAY I 2 2015 WITHOUT SIGNATURE BY OPERATION OF LAW
First Reading	Committee Date Chair Action Fav, Adv, Hold (see rev. side) Other Members Refer To	Committee Date Chair Action Fav. Adv. Hold (see rev. side) Other Members Refer To
Committee Date Chair Referred To	Committee Sing of Executive Date U-2ci-15 Chair Chair Action Ac	Committee Date Chair Action Fav, Adv, Hold (see rev. side) Other Members Refer To
15-R -3527	A RESOLUTION TO ACCEPT THE LIST OF PROJECTS TO BE FUNDED FROM THE CITY OF ATLANTA GENERAL OBLIGATION PUBLIC IMPROVEMENT BONDS, SERIES 2015 IN AN AMOUNT NOT TO EXCEED TWO HUNDRED AND FIFTY MILLION DOLLARS (\$250,000,000); AND FOR OTHER PURPOSES.	ADOPTED BY MAY 0 4 2015 COUNCIL CONSENT REFER ADVERTISE & REFER ADVERTISE & REFER BESONAL PAPER REFER Befored: Referred: Date Referred: Referred:



A RESOLUTION TO ACCEPT THE LIST OF PROJECTS TO BE FUNDED FROM THE CITY OF ATLANTA GENERAL OBLIGATION PUBLIC IMPROVEMENT BONDS, SERIES 2015 IN AN AMOUNT NOT TO EXCEED TWO HUNDRED AND FIFTY MILLION DOLLARS (\$250,000,000); AND FOR OTHER PURPOSES.

WHEREAS, the City of Atlanta (the "City") is a municipal corporation of the State of Georgia (the "State") and pursuant to Article IX, Section V. Paragraph VI of the Constitution of the State of Georgia of 1983, an act of the General Assembly of the State of Georgia providing the Charter of the City of Atlanta of 1996 (Ga. Laws 1996, p. 4469) and the laws of the State and is responsible for maintaining streets, sidewalks, curbs, gutters, bridges, facilities and other areas of the public right-of-ways for the benefit of its residents and visitors of Atlanta; and

WHEREAS, the City currently faces a public infrastructure maintenance backlog of more than \$900,000,000; and

WHEREAS, the City is authorized to issue its general obligation bonds upon the vote of a majority of the qualified voters of the City voting in an election held to consider the issuance or non-issuance of such bonds; and

WHEREAS, at an election duly called and held on March 17, 2015, in accordance with City Council Resolution No. 14-R-4374 to regulate and provide for the calling of the election adopted by the Council of the City on January 5, 2015 as approved by the Mayor of the City on January 6, 2015, a majority of the qualified voters of the City voting in said Election voted in favor of the issuance by the City of general obligation public improvement bonds of the City in an aggregate principal amount not to exceed \$250,000,000, consisting of the following separate issues (the "Series 2015 Bonds"); and

Not-to-Exceed \$187,945,000 General Obligation Public Improvement Bonds for the purpose of paying the costs of the acquisition, construction, reconstruction, renovation, repair, improvement, critical capital maintenance and equipping of public streets, traffic control infrastructure and equipment, curbing, storm water drainage, street name and directional signage, bridges, viaducts and related public improvements including, but not limited to, streetlights, sidewalks, bicycle lanes, and transit stops so as to improve the pedestrian and transit environment, the cost of compliance with the Americans with Disabilities Act of 1990 for such improvements and other costs incident thereto ("Transportation Projects"), and

Not-to-Exceed \$64,055,000 General Obligation Public Improvement Bonds for the purpose of paying the costs of the acquisition, construction, reconstruction, renovation, repair, improvement, critical capital maintenance and equipping of municipal facilities, including buildings, recreation centers and other facilities and related public improvements and the cost of compliance with the Americans with Disabilities Act of 1990 for such facilities and improvements and other costs incident thereto ("Facilities Projects"); and

WHEREAS, the Series 2015 Bonds shall be used to fund city-wide, as well council district specific Transportation Projects and Facilities Projects; and

WHEREAS, the City conducted studies, engaged experts and held twenty-six (26) public meetings for the purpose creating the list of Transportation Projects and Facilities Projects to be funded from the Series 2015 Bonds as shown on Exhibit A attached hereto.

THE CITY COUNCIL OF THE CITY OF ATLANTA, GEORGIA HEREBY RESOLVES, that proceeds from the Series 2015 Bonds may be used to fund projects as listed on Exhibit A attached hereto (the "Project List").

BE IT FINALLY RESOLVED, that council district projects on the Project List may be modified and/or replaced with substantially similar projects in the same council district.

A true copy,

Deputy Clerk

ADOPTED by the Atlanta City Council
APPROVED as per City Charter Section 2-403

MAY 04, 2015 MAY 13, 2015

Bridges

Citywide Projects

Bankhead Avenue

Childress Drive

Citywide Bridge Improvements

Courtland Street

Martin L. King, Jr. Drive

Nelson Street - pedestrian

Powers Ferry Road

Category 2 - Complete Streets

Cascade Road/Avenue

Citywide Complete Streets

DeKalb Ave

East Paces Ferry Road

Fairburn Road

Forsyth Street

Howell Mill Road

J E Boone Boulevard

JE Lowery Boulevard

ML King, Jr Drive

Monroe Drive

Monroe Drive/Boulevard

Peachtree Street/Road

Piedmont Ave

R.D Abernathy Drive

University Ave

Category 3 - Roadway Resurfacing

10th Street

14th Street, phase 1

14th Street, phase 2

14th Street, phase 3

Avon Avenue

Baker/Highland Connector

Barnett Street

Beecher Street

Berne Street

Beverly Road

Bohler Road

Cheshire Bridge Road

Citywide Resurfacing

Cleveland Avenue

College Avenue

Collier Road

Decatur Street

Defoors Ferry

DeKalb Avenue

Dill Avenue



East Andrews Drive

East Cleveland Avenue

East Morningside Drive

East Roxboro Road

Ellsworth Industrial Boulevard

Empire Boulevard

Empire Way

Fair Street

Forrest Park Road

Fort Street

Greenbriar Parkway

Hapeville Road

Harbin Road

Hightower Road

Hills Avenue

Hills Place

Hollow Tree Lane

Huber Street

Huff Road

Jefferson Street

John Portman Boulevard (Harris Street)

Johnson Road, phase 1

Johnson Road, phase 2

Lake Avenue

Lakewood Avenue

Lakewood Way

Langston Avenue

Lawton Street

Lenox Road

Lenox Road

Lindbergh Way, phase 1

Lindbergh Way, phase 2

Linden Avenue

Loridans Drive

Macon Drive

Marietta Street

Mayson Street

Montgomery Ferry Drive, phase 1

Montgomery Ferry Drive, phase 2

Morris Street

Murphy Avenue

North Angier Avenue

North Avenue

North Camp Creek Pkwy

Northwest Drive

Oakdale Road

Oakland Drive



Old Chattahoochee Avenue, phase 1

Old Chattahoochee Avenue, phase 2

Old Gordon Road

Old Hapeville Road

Old Ivy Road

Peachtree Dunwoody Road

Polo Drive

Ruby Harper Boulevard

Southside Industrial Court

Southside Industrial Parkway

Southside Industrial Way

Stone Hogan Connector

Sydney Street

West Wieuca Road, phase 1

West Wieuca Road, phase 2

West Wieuca Road, phase 3

Wieuca Road

Wilson Road

Category 4 - Americans with Disabilities Act Compliance

ADA Ramp & Sidewalk Replacement Program

Category 5 - Traffic Signals, Beacons and communication corridors

School Beacons

Bethune Elementary School

Bolton Elementary School

Brown Middle School

Bunche Middle School

Continental Colony Elementary School

Coretta Scott King Middle School

F. L. Stanton Elementary School

Fickett Elementary School

Forest Hills Academy

Garden Hills Elementary School

Henry W. Grady High School

Heritage Academy

Humphries Elementary

Hutchinson Elementary

Inman Middle School

Jackson Elementary School

Jackson High School

Jones Elementary School

Kimberly Elementary School

Kipp Atlanta Collegiate

Lin Elementary School

Long Middle School

Miles Elementary School

Neighborhood Charter School



Oglethorpe Elementary School New Name: North Metro

Parkside Elementary School Perkerson Elementary School

Rivers Elementary School

C . I Firm - Law Cabana

Scott Elementary School

Smith Elementary School

Smith Intermediate School

South Atlanta Computer Animation & Design School

Springdale Park Elementary School

Sutton Middle School

Sylvan Hills Middle School

Toomer Elementary School

Towns Elementary School

University Community School

Washington Banking, Finance, & Investments School

West End Academy (11, 12) School

Whitefoord Elementary School

Traffic Communications Corridors

10th Street

14th street

Atlanta Avenue

Campbellton Road

Cascade Road

Claire Drive

Cieveland Avenue

DeKalb Ave/Decatur Street

Glenwood Road

Greenbriar Parkway

Hosea Williams Drive

Joseph E. Boone

Joseph E. Lowery

M. L. King Jr Dr.

Marietta Boulevard

McDaniel Street

Monroe/Boulevard

North Avenue

Peachtree Street

Piedmont Ave

R.D. Abernathy/Georgia Ave

Sylvan Road

West Marietta St

Traffic Signal Improvements

14th Street @ Howell Mill Road

Alston Drive @ Candler Road

Avon Avenue @ Westmont Road & Orlando Street

Barnett Street @ Saint Charles Place



Campbellton Road @ Dodson Drive

Campbellton Road @ Greenbriar Parkway & Mount Gilead Road

Campbellton Road @ Oakland Avenue

Chattahoochee Avenue @ Ellsworth Industrial Boulevard

Chattahoochee Avenue @ Hills Avenue

Citywide Signal System upgrades & studies

College Avenue @ Rockyford Road

Constitution Road @ Forrest Park Road

DeKalb Avenue

DeKalb Avenue @ Rockyford Road & DeKalb Place

Habersham Road@ West Wesley Road

Hamilton E. Holmes Drive @ Burton Road

Hollywood Road @ Johnson Road

Howell Mill Road @ Collier Road

Howell Mill Road @ Huff Road

Howell Mill Road @ Peachtree Battle Avenue

Howell Mill Road @ Moores Mill Road

Jonesboro Road @ Claire Drive & Sawtell Avenue

Lakewood Avenue @ Claire Drive

Lakewood Avenue @ Fleet Street & Georgia 166 Ramps

Lakewood Avenue @ Macon Drive & Lakewood Way

Lakewood Avenue @ Sylvan Road

Lee Street @ White Oak Avenue

Luckie Street @ Pine Street

Macon Drive @ Old Hapeville Road & Bromack Drive

Marietta Boulevard @ Chattahoochee Avenue

Marietta Road @ Perry Boulevard & Johnson Road

Marletta Street @ Andrew Young International Boulevard

Marietta Street @ Foundry Street

Martin L. King, Jr. Drive @ I-285 N/B Ramp

Martin L. King, Jr. Drive @ Peachtree Street

Martin L. King, Jr. Drive @ Pryor Street

McDaniel Street @ Peters Street

Memorial Drive @ Maynard Terrace & Wyman Street

Monroe Drive @ Amsterdam Avenue

Monroe Drive @ Armour Drive

Monroe Drive @ Buford Highway N/B Ramps

Monroe Drive @ Park Drive

Moores mill Road @ W. Wesley Road

Moreland Avenue @ Eastland Road & Sunshine Plaza Driveway

Moreland Avenue @ McDonough Boulevard

Mt. Paran Road @ Randall Mill & Conway Drive

Mt. Paran Road @ Northside Drive

Northside Drive @ Moores Mill Road

Oakdale Road @ Fairview Road

Parkway Drive @ Linden Avenue





Peachtree Street @ Garnett Street Pryor Road @ Claire Drive & Pryor Circle Pryor Road @ Fair Drive

Pryor Street @ Underground Atlanta Crosswalk
Sylvan Road @ Deckner Avenue & Brewer Boulevard

Category 6 - Public Facilities

M.L. King Natatorium
Public Art Program
Public Facility Improvements
Public Safety Video Integration Center

This list represents projects that are proposed for implementation as part of the Renew Atlanta Bond P implementation of any and/or all projects is dependent on actual costs incurred during design and consactivities.



L'otal Projects	
Council District 1 - \$5,616,301.67	
CD 1 Transportation Projects	\$4,130,218.33
Ayr Street Roadway Construction	
Glenwood LCI Match (Realignment at Moreland)	
Lakewood LCI Match	
Sloan Circle Roadway Construction	
CD 1 Roadway Roadway Resurfacing & Construction	
CD1 Sidewalk, Curbing and ADA	
CD1 Street Light Improvements	
CD 1 Facility Projects	\$1,486,083.33
Fire Station #2	
Fire Station #10	
CD 1 Facility Improvements	
Council District 2- \$5,616,301.67	
CD 2 Transportation Projects	\$4,130,218.33
Auburn Avenue Resurfacing	
Edgewood Avenue Resurfacing	
CD 2 Roadway Resurfacing & Construction	
CD 2 Street Light Improvements	
CD 2 Street Light Improvements CD 2 Facility Projects	£1 485 002 22
CD 2 Facility Improvements	\$1,486,083.33
Council District 3 - \$5,616,301.67	
CD 3 Transportation Projects	\$4,130,218.33
CD 3 Roadway Resurfacing & Construction	34,130,218.33
CD 3 Sidewalk, Curbing and ADA	
CD3 Street Light improvements	
CD 3 Facility Projects	\$1,486,083.33
West Lake Park	7-7100700000
Proctor Village Park	
CD 3 Facility Improvements	
Council District 4 - \$5,616,301.67	
CD 4 Transportation Projects	\$4,130,218.33
CD 4 Roadway Resurfacing & Construction	
CD 4 Sidewalk, Curbing and ADA	
CD 4 Street Light Improvements	
CD 4 Facility Projects	\$1,486,083.33
CD 4 Facility Improvements	
Council District 5 - \$5,616,301.67	
CD 5 Transportation Projects	\$4,130,218.33
CD 5 Roadway Resurfacing & Construction	
CD 5 Sidewalk, Curbing and ADA	
CD 5 Street Light Improvements	
CD 5 Facility Projects	\$1,486,083.33
CD 5 Facility Improvements	

	Council District 6 - \$5,616,301.67	
CD 6 Transpo	rtation Projects	\$4,130,218.3
	Johnson Road Pedestrian Improvements	
To the second	Lenox Road Pedestrian Improvements	
A. A.	North Morningside Resurfacing	
	Piedmont Road Resurfacing	
	Westminster Drive Roadway Construction	
	CD 6 Roadway Resurfacing & Construction	
	CD 6 Sidewalk, Curbing and ADA	
	CD 6 Street Light Improvements	
CD 6 Facility	Projects	\$1,486,083.3
	Fire Station #19	
	Fire Station #29	
	CD 6 Facility improvements	
	Council District 7 - \$5,616,301.67	
CD 7 Transpo	rtation Projects	\$4,130,218.3
	Lee Circle Roadway Construction	
	Mountain Way Resurfacing	
	N. Ivy Road Resurfacing	
	Old ivy Pedestrian Improvements	
	CD 7 Roadway Resurfacing & Construction	
	CD 7 Sidewalk, Curbing and ADA	
	CD 7 Street Light Improvements	
CD 7 Facility F		\$1,486,083.3
	CD 7 Facility Improvements	
	Council District 8 - \$5,616,301.67	
CD 8 Transpor	tation Projects	\$4,130,218.3
	Howell Mill Resurfacing	
	Paces Ferry Road Resurfacing	
	CD 8 Roadway Resurfacing & Construction	
	CD 8 Sidewalk, Curbing and ADA	
	CD 8 Street Light Improvements	
CD 8 Facility P		\$1,486,083.3
	CD 8 Facility Improvements	
	Council District 9 - \$5,616,301.67	
CD 9 Transpor	tation Projects	\$4,130,218.3
	6th Street Roadway Construction	
	Ford Street Roadway Construction	
	James Drive/5th Street Roadway Construction	
	Marktwo Place Roadway Construction	
	CD 9 Roadway Resurfacing & Construction	
	CD 9 Sidewalk, Curbing and ADA	
	CD 9 Street Light Improvements	
CD 9 Facility Pr	rojects	\$1,486,083.33



Council District 10 - \$5,616,301.67

CD 10 Transportation Projects

\$4,130,218.33

Alvarado Terrace Resurfacing

Ardley Road Resurfacing

Barfield Avenue Resurfacing

Basil Way Resurfacing

Benjamin Court Resurfacing

Brownlee Place Resurfacing

Camrose Way Resurfacing

Cedar Island Drive Resurfacing

Collier Court Resurfacing

Collier Drive Resurfacing

Derry Avenue Resurfacing

Dogwood Court Resurfacing

East Kildare Avenue Resurfacing

Elmtree Drive Resurfacing

Emerald Avenue Resurfacing

Emerald Court Resurfacing

English Circle Resurfacing

Hope Court Resurfacing

Howell Terrace Resurfacing

Kenora Drive Resurfacing

La Saile Way Resurfacing

Larchwood Street Resurfacing

Laurel Circle Resurfacing

Linkwood Road Resurfacing

Manor Court Resurfacing

Mays Court Resurfacing

Mays Crossing Resurfacing

Mckenzie Court Resurfacing

Oakcliff Road Resurfacing

Redbud Lane Resurfacing

Rutgers Drive Resurfacing

Santa Monica Drive Resurfacing

Stokes Avenue Resurfacing

Valleydale Drive Resurfacing

Waterford Road Resurfacing

West Kildare Avenue Resurfacing

Willis Mill Road Roadway Construction

Wisteria Lane Resurfacing

CD 10 Roadway Resurfacing & Construction

CD 10 Sidewalk, Curbing and ADA

CD 10 Street Light Improvements

CD 10 Facility Projects

\$1,486,083.33

CD 10 Facility Improvements



		D		
٠,٨	Council District 11 - \$5,616,301.67			
CD 11 Trans	portation Projects	\$4,130,218.33		
ন	CD 11 Roadway Resurfacing & Construction			
Ý	CD 11 Sidewalk, Curbing and ADA			
	CD 11 Street Light Improvements			
CD 11 Facili	ty Projects	\$1,486,083.33		
	Adams Park			
	Ben Hill Rec Center			
	Fire Station #31			
	CD 11 Facility Improvements			
	Council District 12 - \$5,616,301.67			
CD 12 Trans	portation Projects	\$4,130,218.33		
	Allerton Court Resurfacing			
	Ardwick Court Resurfacing			
	Beaconfield Court Resurfacing			
	Chevington Court Resurfacing			
	Erica Way Resurfacing			
	Lakewood Avenue Pedestrian Improvements			
	Litherland Court Resurfacing			
	Little Hampton Court Resurfacing			
	Mackets Cove Resurfacing			
	Oak Drive SE Resurfacing			
	Oakshire Way Resurfacing			
	Perkerson Road Pedestrian Improvements			
	Richmond Court Resurfacing			
	Rigby Court Resurfacing			
	Ruby Harper at Browns Mill Safety Improvements	5		
	Southside industrial Pkwy at Browns Mill Safety in	mprovements		
	Sylvan at Deckner Safety improvements			
	Ward Drive SW Resurfacing			
	Waynes Court SE Resurfacing			
	CD 12 Roadway Resurfacing & Construction			
	CD 12 Sidewalk, Curbing and ADA			
	CD 12 Street Light Improvements			
CD 12 Facilit		\$1,486,083.33		
	Fire Station #20			
	Fire Station #30			
	Rosel Fann Community Center			

This list represents projects that are proposed for implementation as part of the Renew Atlanta Bond Program. Actual implementation of any and/or all projects is dependent on actual costs incurred during design and construction activities.

CD 12 Facility improvements

RCS# 1183 5/04/15 4:16 PM

Atlanta City Council

15-R-3527 ACCEPT LIST OF PROJECTS FUNDED FROM THE GEN. OBLIGATION PUBLIC IMPROVEMENT BONDS ADOPT

YEAS: 14
NAYS: 0
ABSTENTIONS: 0
NOT VOTING: 1
EXCUSED: 0
ABSENT 1

В	Smith	Y	Archibong	Y	Moore	Y	Bond
Y	Hall	v	Wan	32	Manak day		
			-	I	Martin	Y	Norwood
Y	Young	Y	Shook	Y	Bottoms	Y	Dickens
v	Winslow	v	Adrean	30	ah		
_		-	vorean	I	Sheperd	NV	Mitchell



15-R-3527 Adopted by the Atlanta City Council May 4, 2015

APPROVED

MAY 1 3 2015

WITHOUT SIGNATURE BY OPERATION OF LAW

MAYOR'S ACTION